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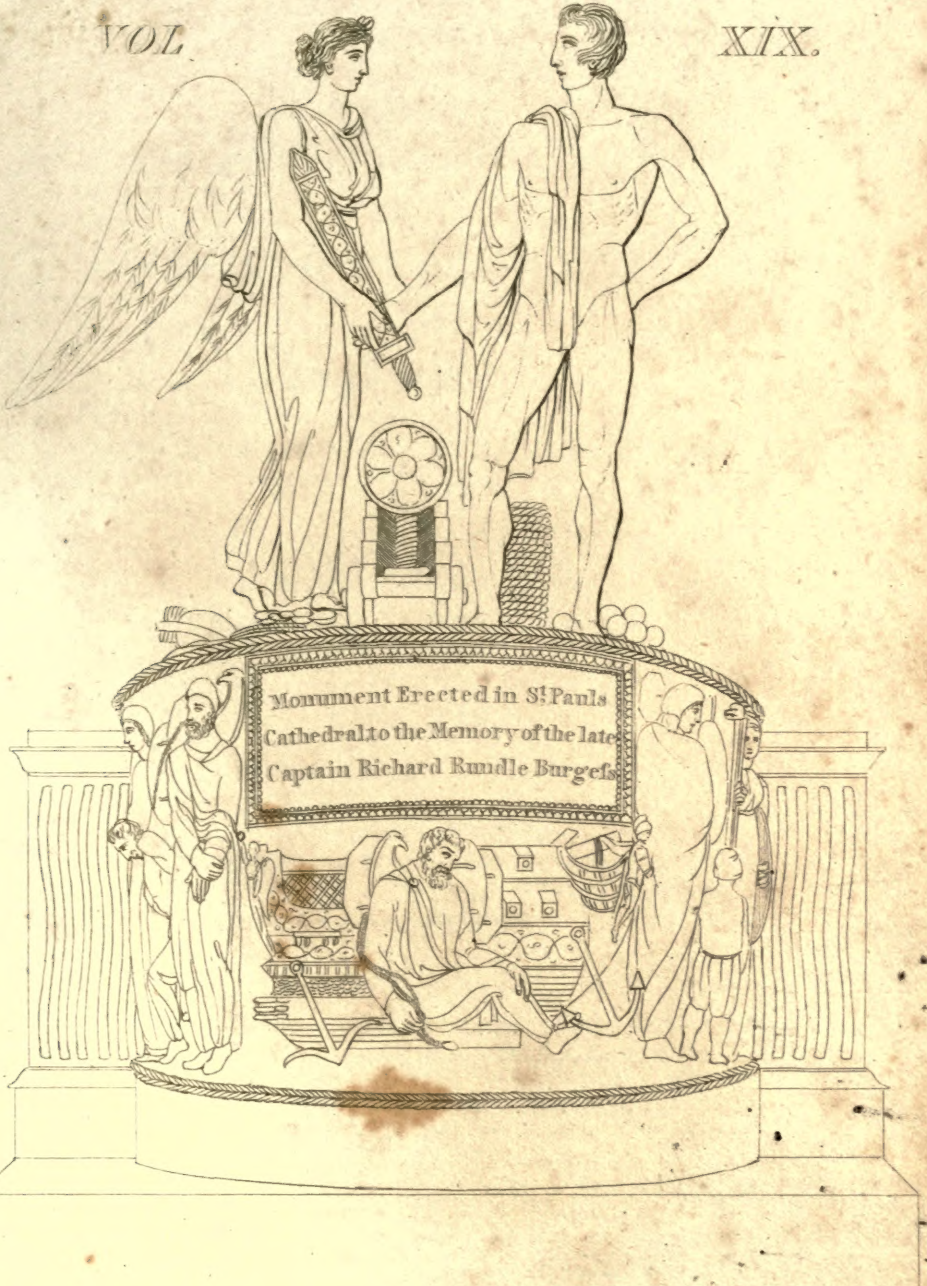
NAVAL CHRONICLE.

VOL XIX.


Monument Erected in St. Pauls
Cathedral to the Memory of the late
Captain Richard Rundle Burgeſs

Banks R.A. Hall sc.

Published June 30th 1808, by Joyce Gold, 103, Shoe Lane, Fleet Street.

THE

Naval Chronicle,

FOR 1808:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

United Kingdom;

WITH A VARIETY OF ORIGINAL PAPERS ON
NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL
LITERARY AND PROFESSIONAL MEN.

VOL. XIX.

(FROM JANUARY TO JUNE.)

"England expects that every man will do his duty."
NELSON AND BRONTE.

LONDON:

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1808.

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TO

GOODWIN KEATS, Esq.

REAR-ADMIRAL OF THE BLUE SQUADRON,

THIS NINETEENTH VOLUME OF THE

Naval Chronicle

IS RESPECTFULLY DEDICATED

BY THE PROPRIETOR AND EDITORS.

PLATES IN VOLUME XIX.

From Original Designs.

Plate Page

Frontispiece. Monument of Captain Richard Rundle Burgess, late of his majesty's ship the Ardent. Engraved by Hall.

Vignette, Portrait of the Mars, of 74 guns, commanded by the late Captain G. Duff, in the battle of Trafalgar, where he lost his life; engraved on wood by C. Nesbit, from a Drawing by Pocock 1

CCXLVIII. Portrait of Captain Joseph Ellison. Engraved by Cook, from a Miniature in the possession of Mrs. Ellison ib.

CCXLIX. View of La Guayra, on the Spanish Main. Engraved by Rickards, from a Drawing by G. T. 49

CCL. Portrait of Sir Charles Hardy, Knt. Admiral of the White Squadron. Engraved by H. R. Cook, from a Painting by Romney, R.A. 89

CCLI. View of Lisbon Rock. Drawn and engraved by Bennet.. 138

CCLII. Portrait of Captain Edward Buller. Engraved by H. R. Cook, from a Painting by M. Keeling 177

CCLIII. View of Captain Ellison's Action, off Guernsey, with an Enemy's Squadron. Engraved by Rickards, from a Drawing by J. T. Lee, Esq. 217

CCLIV. Portrait of the late John Macbride, Esq. Admiral of the Blue Squadron. Engraved by Cook, from a Painting by Smart 265

CCLV. View of the Islands of Redonda and Nevis, in the West Indies. Engraved by Hall, from a Drawing by G. T..... 308

CCLVI. Portrait of John Holloway, Esq. Vice-admiral of the Red Squadron, &c. Drawn and engraved by Cook 358

CCLVII. View near Bergen, on the Coast of Norway. Engraved by Hall, from a Drawing by G. T.................... 405

CCLVIII. Portrait of Captain Charles Lydiard. Engraved by Cook, from a Painting by Livesay 441

CCLIX. View of the Harbour of Rio de Janeiro. Engraved by Bennet, from a Drawing by Pocock 481

CCLX. Frontispiece to this Volume.

PREFACE

TO THE NINETEENTH VOLUME.

THE Nineteenth Volume of the NAVAL CHRONICLE contains various interesting documents relative to the present eventful crisis; and, by its biographical memoirs, has rendered the services of some of our naval officers more generally known.

If it should be objected, that we do not always select the most renowned and distinguished of our naval heroes, it may be replied, that such officers do not so much require the adventitious assistance of the biographer, as men of equal merit though not of equal celebrity. At the present awful crisis of civilized Europe, amidst the general wreck and degradation of the continent, whilst the storm is still raging, and the gloom of military tyranny is deepening on all sides, it is devoutly to be wished, that our endless factions and parties would think only of employing men of the most high and established professional merit. There is a dreadful stagnation in the service, a dead calm, hitherto unprecedented in the long and desperate contest in which we have been engaged. The country, and its natural bulwark, the BRITISH NAVY, wants men who will dare to act and think, without that eternal wavering, and looking to others for an opinion, which paralyses all national exertions. A greater portion of talent ought to be afloat; and we know that we deliver the general sentiments of our countrymen when we express a wish, that the venerable Lord Barham were again stationed at the helm, and the experience and determined spirit of Earl St. Vincent again seen and felt on his old station off Cadiz. Beloved as that veteran admiral is by the Spaniards, and intimately connected as he has long been with their Admiral, Mazaredo, he would long ere this have placed the French and Spanish fleets out of the reach of Corsican perfidy and usurpation. The moment, we fear, has been lost, and the subjugation of Spain, notwithstanding its rising patriotism, will probably be the consequence.

Amidst the BIOGRAPHY of the present volume, the Memoirs of Captain Ellison, of Admiral Holloway, and of Captain Lydiard, are fully detailed, and from sources of no common authority. In our CORRESPONDENCE, the reader will have noticed many interesting and valuable communications. Our friend, *Bonny-Pheasant*, page 38, favoured us with much additional information respecting Sir Edward Pellew; and we have also to thank him for his extracts from the scarce and valuable Naval Speculations, by Henry Maydman (page 42), continued from our preceding volume. With other acceptable communications, unnecessary here to detail, we have particularly to notice the excellent correspondence of A. F. Y. which commenced at page 196; the letter of *Mercator* (page 202); the report of Rear-Admiral Sir Sydney Smith, at the Dardanelles, to Sir John Duckworth, (page [illegible]); and the letter (page 287), containing Remarks on the Parliamentary Duties of Naval Officers.

In the selection of NAVAL POETRY, we have to thank a friend for his extract from Percy's Reliques of Ancient English Poetry, *The Winning of Cales* (page 140); and most sincerely do we wish, what that excellent old ballad says—

> "That Cales was taken, and our brave general
> Marched to the market-place, where he did stand."

At page 211, in the extracts from the Lay of the last Minstrel, [illegible], the author's name, Mr. Walter Scott, was inadvertently omitted.

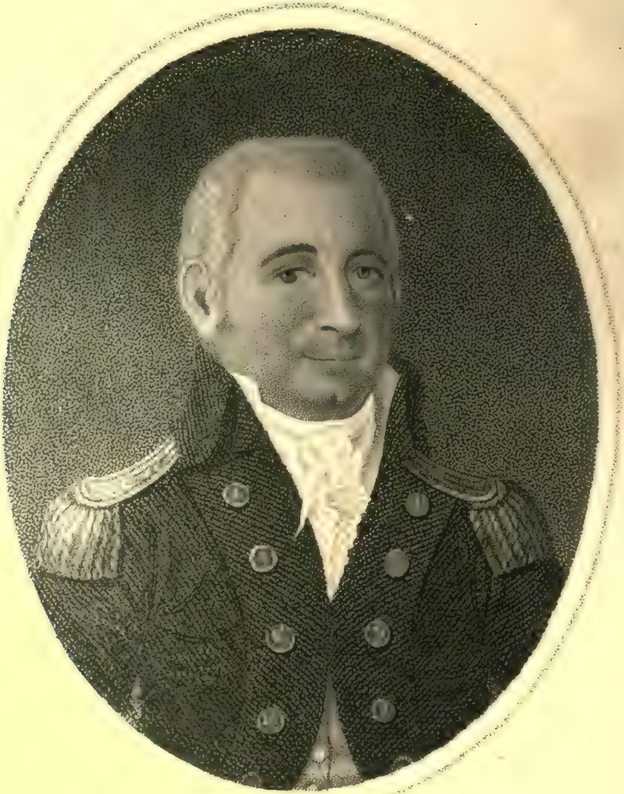
The LETTERS ON SERVICE in the present volume detail some extraordinary instances of that daring spirit and gallantry which continue to appear throughout our navy. The judgment and bravery of Lieutenant Tracey, commander of the Linnet [illegible] acknowledged by Admiral Montagu (page 82), in the capture of the Courier French lugger privateer.—The courage with which Lieutenant Walter Foreman, of the Herald, Capt. [illegible] cut out an armed Trabaccolo, under cover of the night, from its anchor under the fortress of Otranto, notwithstanding a heavy fire from the shore and the vessel, is acknowledged by Lord Collingwood (page 155).—The capture of the Danish islands, St. Thomas, St. John, and their dependencies, by Admiral Sir Alexander Cochrane and General Bowyer, is detailed [illegible].—The testimony of Vice-Admiral Dacres to the [illegible] of Captain Douglas, of the Reindeer sloop, who had captured four privateers in the space of four months, is recorded; with an account of Captain Douglas's capture of the Jean Tessier privateer (page 256).—Admiral Lord Gardner, when transmitting the official letter of Captain Maitland, of the Emerald (page 257), respecting his distinguished valour, in an attempt to cut out a large French schooner in Vivero harbour, added, "an exploit which I trust their lordships will conceive with me to do great credit to all concerned, for their undaunted spirit and perseverance; the number of men, however, killed and wounded on the occasion, is much to be lamented."—Captain Yeo's letter, containing an account of a very gallant exploit performed in two boats, by Messrs Trist and Largue, master's mates of the Confiance, is inserted (page 259).—The judicious conduct and great bravery of Captain F. B. R. Pellew, of the Psyche, in the capture of a Dutch corvette, of 24 guns, at the island of Java, with a Dutch armed brig and a large merchant ship, are commended by Admiral Sir Edward Pellew (page 339).—The gallantry of Captain Peter Rainier, of the Caroline, in the capture of some Dutch brigs, and of the Dutch frigate the Maria, of 36 guns, in the Indian ocean, is narrated in a letter to the ever-to-be-lamented Sir Thomas Troubridge (page 341). Captain Rainier says, "I cannot speak too highly of Mr. Bain, the master, in laying me alongside the Maria, and whose accurate knowledge of the seas enabled me to take the ship into Batavia."—Captain Searle's professional character received the merited praise of Lord Collingwood (page 342), for his gallantry in taking the largest of three Spanish vessels of war, which the Grasshopper had fallen in with off Carthagena. Captain Searle spoke in the highest terms of the conduct of his lieutenant, Mr. Cornelius Wellis. But the eminent skill and valour of Captain Searle is still further displayed (page 343—345), whilst attached to a little squadron under the orders of Captain Maxwell, who mentions Captain Searle in terms of high praise and admiration.—The activity of Lieutenant Colin Campbell is acknowledged by Vice-admiral Dacres (page 345).—Sir Alexander Cochrane records the promptitude and skill of Captain Selby, of the Cerberus, whilst commanding the blockading squadron of Point à Petre, Guadaloupe, as displayed in the capture of the island of Marie Galante; in which Captain Selby was ably assisted by a detachment of seamen and marines, under Captain Pigot, of the Circe (page 428). Captain Selby's letter, detailing his account of the subsequent capture of the island of Deseada, and acknowledging the merit of Captains Sherriff and Ward, is inserted (p. 430). The additional services of the indefatigable Captain Searle, in the capture of the two Spanish gun boats, the destruction of two others, and the capture of two valuable vessels from South America, are detailed (page 432).—Captain Mason's letter, describing the gallantry of the officers and men of the ship Daphne and Tartarus sloop, W. Russel, Esq. commander, in cutting out ten vessels laden with provisions, from Flodstrand, on the coast of Jutland, is inserted (page 433). Captain Mason liberally expressed his admiration of the steady valour and good conduct of his first lieutenant, Mr. Elliot, who was wounded.—Various other instances of valour and enterprise are recorded in these Official Letters and in the Naval Anecdotes of the Nineteenth Volume of the CHRONICLE.

The Oviedo gazette, and the important news from Spain, brought by Captain Tremlett, of his majesty's ship the Alcmene, will, we trust, impart fresh spirit to the friends of the brave Spaniards; who naturally love the English, and are respected by them. We fear only the superior skill and subtilty of the Corsican, and his myrmidons; and that system of treachery, murder, and falsehood, which has ever marked the progress of the French armies. In Spain, as in Sweden, traitors strangely nestle amongst the higher ranks: and, with the exception of those two countries, the latter of which was reported to be wavering, the utter degradation of the continent is completed. We trust, however, that the time is yet approaching, when something like patriotism and heroic valour may again return, and hurl the Corsican usurper from his throne. The legitimate monarch of France still retains them, and the following letter sent by him in 1805, to the late king of Spain, with which we shall close our preface, forms a striking contrast to the general conduct and sentiments of Buonaparte.

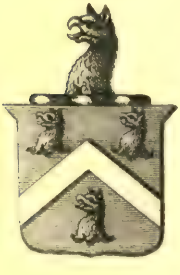
"[illegible], MY BROTHER, AND COUSIN,

[illegible] with regret that I send back to your majesty the insignia of the [illegible] which I had received from the king your father, of glorious [illegible] can be nothing in common between me, and the great [illegible] own audacity, aided by fortune, has placed upon my [illegible] he has so cruelly defiled with the pure blood of a [illegible] may induce me to pardon an assassin, but the tyrant of [illegible] always be my enemy. In our present circumstances it is [illegible] the sceptre, than to sway it. God, in his impe[illegible] perhaps have condemned me to finish my days in [illegible] posterity, nor the present age, shall ever say, that [illegible] *to be seated and to die upon the throne of* [illegible].

"LOUIS."

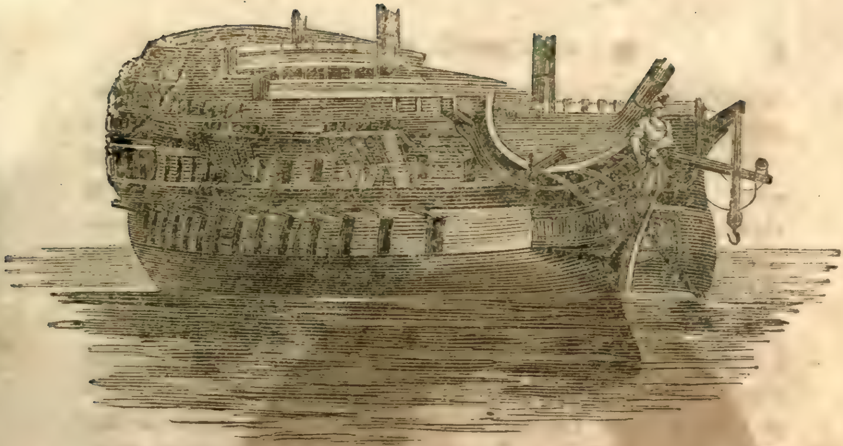


H R Cook sculp.t



CAPT.N JOS.H ELLISON.

[illegible] 1807 by J. Gold 103, Shoe Lane, London.



The above Vignette is engraved by Nesbit, from a Drawing which Mr. Pocock favoured us with; and is a portrait of the Mars, of 74 guns, commanded by the late Captain George Duff,* in the battle of Trafalgar, who was killed in the action. By the Engraver not having reversed the drawing, the sword improperly appears in the *left*, instead of the *right* hand of the figure.

BIOGRAPHICAL MEMOIR

OF

CAPTAIN JOSEPH ELLISON,

OF THE ROYAL NAVY.

> "Yet still I am enabled,
> To bring up, in life's rear,
> Although I'm quite disabled,
> And lie in Greenwich tier."
>
> DIBDIN.

CAPTAIN JOSEPH ELLISON, the worthy officer whose services to his country we have now the satisfaction of commencing our NINETEENTH volume with, was born at Newcastle-upon-Tyne, in the year 1753. He was the only son of Joseph Ellison, Esq. a descendant of a very respectable family in that part of the country.† Unfortunately, he lost his father when he was only six months old; in consequence of which he was adopted by an aunt, who had no children of her own, and was removed by her into the neighbourhood of Portsmouth.

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* A portrait, and very interesting memoir of this gallant officer were inserted in our fifteenth volume.

† Many families have branched off from the original stock of the Ellisons; as is evident from the following letter, addressed to the subject of this memoir, by Richard Ellison, Esq. the present member of parliament for the city of Lincoln. We insert it with the more satisfaction, as it affords

We must trace, with a rapid hand, his early professional progress. In his ninth year, he went to sea with Admiral Sir Edward Hawke,* in the Royal George, which was at that time commanded by Captain Kennett. In the year 1763, he was removed into the Rippon, of 60 guns, Captain (now Admiral) Thompson; from which he went on board the Arrogant, commanded by the late Admiral M'Kenzie. In 1767, he joined the Glory, Captain Chad; in which he remained till 1769, when he was removed into the Aldborough, Captain Hawke; in 1770, he served in the Boyne, Captain Bennet; in 1773, he went into the Ocean, Captain Oury; and, in 1776, into the Somerset, Captain Le Cras. From the last mentioned ship, he was sent, for a few months, into the Albion, commanded by the Honourable Levison Gower.

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a gratifying testimony of the general estimation in which both the public and private character of Captain Ellison are holden:—

"SIR, *22, Dover Street, July* 6, 1797.

"I have this day received, on my return to London, the honour of a letter from you, but which I am persuaded is intended for some other gentleman of our common name; and I presume for Mr. Ellison, of Park House, near Newcastle, who has been some time dead. Allow me to say, that I consider the circumstance of this letter coming into my hands, as fortunate to myself.—It gives me the opportunity of becoming known to you, and of expressing a wish for the increase of that acquaintance. If circumstances should at any time bring me into the vicinity where you may be, I shall with pleasure avail myself of the occasion, personally to pay my respects to you; and I will flatter myself, that when you visit London I may hope for that favour from you. My country residence is Sudbrooke Hall, near Lincoln; and if you should visit the north, I beg to extend my wish for the pleasure of waiting upon you there. The late Mr. Ellison, of whom I have spoken, was of the same family, as are also all the Ellisons in the counties of Lancaster, Durham, and Northumberland, although the relationship is now very distant. I have little doubt but in conversation on the subject, we shall be found in some degree related: in the mean time, permit me to congratulate you on your honourable appointment,† and to offer every wish for your health and happiness. I have the honour to be, with every respect, &c. &c.

"RICHARD ELLISON."

* A memoir of this officer appears in the seventh volume of the NAVAL CHRONICLE, page 453.

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† To the Marlborough.

On his return to the Somerset, that ship was ordered to Boston, in America. Soon after her arrival there, the American war broke out; on which occasion, Captain Le Cras gave Mr. Ellison the command of three gundaloes, for the purpose of preventing the rebels from forming a junction. This was a service of great fatigue, and of no slight danger; as the persons engaged in it were deprived of their natural rest, and of every other comfort, and were fired at, and harassed continually, by the enemy. One of Mr. Ellison's "lucky escapes," at this time, is deserving of notice. While asleep, at night, an eighteen-pounder came into the larboard quarter, killed two men who were lying close to him, and cut the clews of his hammock!

When these gundaloes were found to be no longer serviceable, they were discharged, and Mr. Ellison went back to the Somerset.

Immediately on his arrival from England, Sir William (now Lord Viscount) Howe obtained information, that the enemy had advanced as far as the heights of Charlestown, had thrown up redoubts, and were straining every nerve to oppose a vigorous resistance against the British army. Sir William having landed at Boston, Mr. Ellison was ordered to convey him, in the Somerset's barge, from that port to Charlestown.* They accordingly proceeded thither, accompanied by the army, in flat-bottomed boats, and Mr. Ellison assisted in setting fire to the town. On making good their landing, he also volunteered his services to the army; but it was deemed of more consequence that he should remain in the barge, in case a retreat should be requisite. On the following morning, however, Sir William Howe, having gained a complete victory over the rebels at Bunker's Hill, re-imbarked in the Somerset's barge; and Mr. Ellison conducted him to General Gage, at Boston.

When Mr. Ellison took his leave of Sir William Howe, that officer, as a handsome compliment to his merit, offered him a military commission; which, it is scarcely necessary to say, he declined, as he felt a much stronger attachment to the naval service.

The Somerset returned to England in March, 1776; soon after which Mr. Ellison was removed into the Rippon, at that time commanded by Captain the Hon. Wm. Waldegrave (now Admiral Lord Radstock [*]) and bearing the pendant of Commodore Sir Edward Vernon. In the Rippon, he proceeded to the East Indies; and, while on that station, the war broke out between England and France. In the month of August, 1778, Sir Edward Vernon's squadron, consisting of the Rippon, Coventry, Seahorse, and Cormorant sloop, and the Valentine and Besborough East Indiamen, fell in with a French squadron, of three sail of the line, and two frigates, under the command of M. Tranjolly, off Pondicherry; and, after a spirited action of two hours, in which the Rippon had four killed and fifteen wounded, the opponents parted, as it were, by consent; the enemy retreating into Pondicherry, and the English into Madras. [†]

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* For a View of Charlestown see Vol. XVIII.

In the month of October following, Mr. Ellison was present at the reduction of Pondicherry, as acting lieutenant of the Cormorant, by order of Commodore Vernon.

In this sloop he subsequently went up the Red Sea. At Suez, some of the crew deserted, and turned Mahometans; and Lieutenant Ellison, having been sent to recover them, was seized by the Turks, and taken before one of their tribunals, to be punished. On receipt of this intelligence, Captain Owen sent on shore, to demand Lieutenant Ellison and the men; and to say that, unless they were immediately delivered up, he would warp the sloop alongside the town, and level it with the dust; which threat he was actually proceeding to put into execution, when Lieutenant Ellison was sent on board.

On the arrival of the Cormorant at Madras, Captain Owen died; in consequence of which Lieutenant Ellison was despatched to Trincomalee, by Commodore Vernon, with a commission for Lieutenant (now Admiral Sir Charles) Pole, to take the vacant command.

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[*] A biographical memoir of his lordship is given in the tenth volume of the NAVAL CHRONICLE, page 265.

[†] Sir Edward Vernon's official account of this engagement is inserted in our memoir of the late Sir Andrew Mitchel; *vide* NAVAL CHRONICLE, Vol. XVI. page 91. Sir Andrew Mitchell was at that time one of the lieutenants of the Rippon; and was, immediately after, made post in the Coventry. A short sketch of the professional services of Sir Edward Vernon also appears in our sixteenth volume, page 90.—Shortly after the above mentioned action, Captain Marlow, in the Coventry, captured the Sartine, French frigate, of 28 guns, which mistook the British for the French squadron.

At Trincomalee, Captain (now Sir George) Young, of the navy, and Captain Rumbold, of the army (the former charged with despatches from Sir Edward Vernon, relating to the capture of Pondicherry, and the latter with the colours of the garrison) embarked for England in the Cormorant; and, after a passage of four months,* and thirteen days, arrived safely at Portsmouth.

After his arrival, Captain Pole was appointed to the Britannia; and Lieutenant Ellison, who had accompanied him to England, was ordered to take the Cormorant round to Sheerness. He was then, in the course of the year 1779, appointed to the Queen, Captain (afterwards Admiral) Innis. Lieutenant Ellison was in this ship when the fleet under Sir Charles Hardy was chased by the combined French and Spanish fleets off Plymouth.†

On leaving the Queen, Lieutenant Ellison married Miss Collis, the only daughter of Thomas Collis, Esq. of Gosport; soon after which, he was appointed to la Prudente, Captain Waldegrave, then fitting at Deptford. Her first voyage was up the Baltic; and, after returning to Sheerness, she was ordered to Spithead, to join the grand fleet, under the command of Admiral Darby. La Prudente found the fleet lying at single anchor, and sailed with them on the following day.

On the 4th of July, 1780, as we have stated in our memoir of Lord Radstock, la Prudente, having been detached upon a cruise off Cape Ortegal, in company with the Licorne, discovered a large ship bearing down to them, which proved to be the French frigate la Capricieuse, pierced for 44 guns. La Prudente engaged her for four hours and a half, before the Licorne came near to afford her any assistance. The action commenced at half-past eleven at night, and continued till half-past four in the morning, when the Capricieuse struck her colours. Lieutenant Ellison, who lost his arm upon this occasion, greatly distinguished himself. Captain Waldegrave, in concluding his official account of the engagement, says:—

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* At the time this passage was made, it was conceived to be a very quick run; but so much have we improved in navigating our vessels since that period, that we cannot help here noticing the comparatively short space of time which the Medusa (commanded by Captain Sir John Gore) performed it in, as she was only *eighty-two* days, in sailing from the Ganges to the Lizard. For the particulars of this passage we refer our readers to Johnson's "*Oriental Voyager*," published by Asperne, in Cornhill.

† *Vide* Naval Chronicle, Vol. XVIII. page 353.

> "It is with infinite concern that I acquaint their lordships, that Lieutenant Ellison stands foremost on the list of the wounded, having been very severely bruised in the back, and his right arm carried off by a shot. I must beg leave to recommend his misfortune, and the great intrepidity he shewed during the action, to their lordships' most particular attention."*

Lieutenant Ellison, we have been informed, received four wounds in his back, before his arm was struck, but could not be induced to go below, to have them dressed, although they occasioned a great loss of blood. At length an eighteen-pound shot, striking his elbow, shattered the bones, and left his arm hanging by the skin only. He was then under the necessity of going down to the surgeon, who ordered him to be laid on his mattress, in the gun-room; where, having staunched the blood, and having many wounded men to attend, he left him till the close of the action.

Whilst lying in this painful situation, a shot came in through the side of la Prudente, and took off the cook of the gun-room's head; which actually fell close to Lieutenant Ellison, as he was handing him a glass of water.—Unmindful of pain, or danger, and anxious only for the honourable termination of the action, he desired the seaman who was employed at the relieving tackles, to give him immediate information of the enemy's surrender, promising him a glass of grog for his trouble. Scarcely more than a quarter of an hour had elapsed, when the man came to him, waving his hat, with the joyful news; on which he ordered him the promised grog, and also took a glass himself, which, fortunately, was not productive of any ill effect. At seven o'clock in the morning (two hours and a half after the close of the engagement) his arm was amputated by the French surgeon.

On the 19th of July, la Prudente arrived at Spithead. Sir Charles Pole (Lieutenant Ellison's former captain, in the Cormorant) then commanded the Hussar, which was lying at that place; and, as soon as he had ascertained the arrival of his friend, he went in his barge to la Prudente, with the intention of conducting him on shore. Lieutenant Ellison, however, though highly gratified by this mark of attention, went on shore in la Prudente's boat, attended by the surgeon. He landed at Gosport, where the inhabitants congratulated him on his narrow escape, and sympathised with him for the loss which he had sustained. Weak and emaciated, from the loss of blood, this had such an effect on his spirits, that he was under the necessity of stopping in one of the houses to recover himself. In a very short time after he had reached his home, Captain Waldegrave paid him a visit; thus enhancing the value of the very great kindness and attention which he had paid to him, whilst confined to his cot on board, by offering him every consolation in his power.

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* For the whole of this letter, and several other interesting particulars on the subject, the reader is referred to the tenth volume of the NAVAL CHRONICLE, page 209, *et seq.*

On the day after the arrival of la Prudente, the French officers were sent on shore, on parole; but they would not be persuaded to leave Gosport, without making their personal inquiries after Lieutenant Ellison, and taking a last farewell. Indeed, the attention which they shewed to him, during the whole time that they were on board, reflected great credit on their feelings.

Shortly afterwards, the grand fleet arrived; when Lieutenant Ellison was visited by a number of officers (several of superior rank to himself) with whom he had no personal acquaintance whatever. Amongst others, the late Lord Hugh Seymour was particular in his attention towards him; and, in every instance during his life, gave proofs of the high estimation in which he held his professional abilities. The death of his lordship has ever been deeply lamented by Lieutenant Ellison, to whom he had proved himself a most cordial and sincere friend.*

The general and flattering approval which Mr. Ellison experienced had nearly proved fatal to him; as, in consequence of the exertion which it occasioned, the arteries of his arm burst; and it was supposed that they had been bleeding upwards of three hours, before the accident was discovered. The surgeons, from Haslar hospital, with the greatest difficulty, secured them, after they had put on the bandages three times, the blood having repeatedly penetrated through them. He was thus so much reduced, as to be under the necessity of confining himself to his chamber, and was not allowed to see any body but his captain.—Captain Waldegrave was by this time presented to his Majesty; and, consequently, had the satisfaction of informing the lieutenant, that his sovereign had condescended, in a most particular manner, to inquire after him; and that, on Captain Waldegrave's saying, that "he was recovering fast, and hoped very soon to serve his Majesty again," the King replied, with evident satisfaction, "Is it possible!"

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* A biographical memoir of Lord Hugh Seymour is in the second volume of the NAVAL CHRONICLE, page 357.

The exalted opinion which Captain Waldegrave, and other persons of consideration, entertained of Mr. Ellison, will now be farther seen, by certain original letters, and extracts from others, which we shall lay before our readers. The first of these is from General Ellison, an old, and much respected officer.

"DEAR SIR, *St. James's Square*, 28*th July*, 1780.

"It was not till yesterday, that your favour from Gosport, though dated the 20th of this month, came to my hands, occasioned, as I imagine, from the post-mark, of its having travelled first to Newcastle, and from thence transmitted to me here, in London. It is now some days since, that I had the honour of receiving a most polite and obliging letter from your gallant captain, which gave me the first information, of your having had the terrible misfortune of being severely wounded, and having lost your right arm in engaging a French frigate. You may be assured, the very melancholy account gave me great and most sincere concern, which is alleviated with the thoughts of your being, in the opinion of your physician and surgeon, out of danger; a confirmation of which will, believe me, afford me real pleasure. Captain Waldegrave, in his letter to me (a copy of which I have sent to Sir Thomas Clavering) speaks in the highest terms of your conduct and most spirited behaviour during the action, which does himself, as well as you, very great honour. Captain Waldegrave also gives me reason to believe he will exert his interest to serve you; I wish I had any, that could contribute to your promotion, which you have so well merited. But I am not in parliament, and consequently my recommendations can have no weight."

The subjoined is from an aunt of the lieutenant, to Mrs. Ellison, his wife:—

"MY DEAR MRS. ELLISON,

"With the most feeling sensibility and real concern, I take up the pen to sympathise with you, on the melancholy news I was yesterday made acquainted with from Mr. Clavering; who, himself, came from Greencroft to Lintsgreen, with the copy of a letter from Captain Waldegrave, transcribed, by General Ellison, to Sir Thomas Clavering; informing him of the unhappy accident which had befallen our dear relation, the worthy partner of your heart. My son and self, who were so lately made acquainted with our amiable cousin's good nature and merit, felt the shock more sensibly; yet we hope and trust in the Almighty, that the event which appears to us in so afflictive a light, may in the end, be not so great an evil as we at present see it. If the good lad recovers, though with the loss of a limb, 'tis what many a brave man like himself has suffered in the horrid rage of war. He must, and will, I doubt not, get preferment; for his captain speaks of him, not only with all the warmth of friendship, but as a spirited, brave, and gallant officer; and, to use his own words, in his letter, " his intention is to exert his interest for that promotion which our friend so truly merits." He likewise adds, " he is persuaded that he shall meet the general's assistance, not only from his being a relation, but from that natural impulse which every brave man feels in assisting those of a similar character with his own." This much, my dear, of the captain's letter I have transcribed; knowing it must give you both pleasure to hear our dear cousin's conduct is so highly approved."

The next which we shall present, is a letter from Sir Thomas Clavering, Bart. to Lieutenant Ellison :—

" SIR, *Axwell Park*, *July* 21, 1786.

" Your letter by the last post found me at this place, and though I must lament, with the rest of your friends and acquaintances, and with the public at large, what has personally fallen to your lot in the late gallant action; yet I must congratulate your family and every Englishman, on the noble spirit and good conduct you have given an instance of. Captain Waldegrave, in his letter to General Ellison, has done you justice, and given you much honour. I have no doubt but he has given it in the like simple manner to the Lords of the Admiralty; and that from thence will flow the reward due to your merit. If not, the service and the public will be injured. In my own opinion, any private application would be hurtful. I believe you may remember, I presumed to no interest with the Admiralty Board; that any trifling service I was inclined to, was by means of an individual, no longer at the Board; but, if he had been there at this instant of time, I should have been unwilling to have suggested a doubt of the injustice of the Board, respecting the reward due to your merit on this occasion. However, well inclined to add every means in my power to obtain the reward justly due to your merit, I have, by this post, written to government my opinion, and my wish that your service may not be overlooked.

" I am, sir, with the greatest esteem,
" and earnest wish for your perfect recovery,
" your most obedient, and very humble servant,
" THOMAS CLAVERING."

It appears, by the following friendly epistle from Captain Waldegrave, that, notwithstanding the universal approbation which Lieutenant Ellison's conduct experienced, there were particular obstacles in the way of his immediate promotion :—

"MY DEAR ELLISON, *Falmouth, October* 19.

"I make no doubt but your anxiety on account of your being so long separated from your old shipmates and friends, is great; but take my word, for the present, that you are much better with your good little woman.

"We have met with nothing but gales of wind, I think, since we left Spithead, and at this instant it blows a perfect hurricane. We were driven into this port a few days ago, and I much doubt whether we shall be able to get to sea again before the 23d, which is the time fixed for our return to the fleet.

"If I do not find you at my return in as high beauty, and in as good case as when we sailed from the Nore, I shall attribute it all to your wife, and lecture her accordingly.

"I am very much concerned that my last visit to Portsmouth was so short as not to admit of leisure to shake you by the hand, especially as I wished to talk to you about your pension, and some other matters. I had a letter from the Duke of Dorset some time ago, in which he assures me he would take the earliest opportunity of laying your case before the ministers. Therefore a pension (and I hope a handsome one) you will be sure to have; but as to rank, I fear it is out of the question, as even poor Auchenleck seems entirely forgotten. We must therefore wait patiently for better times; and if it be true that merit in the end is ever rewarded, I am sure you have every thing to expect.

"As soon as I hear from the Duke of Dorset, I will again write to you; in the mean time you must comfort yourself with the good opinion and wishes of your friends for the reward of your merit. Of this number be assured there is none who can think more highly of you than I do, or who would be more happy to see you rewarded.

"Believe me to be,
"my dear friend,
"most sincerely yours,

Wm Waldegrave

"Make my best compliments to your good little woman. I hope that she will not be offended with me for using this epithet.

"When you write to me, Maxwell will forward your letter. Pray return him many thanks for the trouble he has had in collecting my other letters. Your old shipmates desire to be kindly remembered to you."

Lieutenant Ellison's hopes of promotion, however, were not entirely disappointed; and, soon after leaving his room, he found himself sufficiently recovered to wait upon Lord Sandwich, at the

Admiralty. But his application was in vain; his lordship informing him, that it was impossible to promote him, without promoting the first lieutenant of la Prudente, with the first and second of the Licorne; but, if he wished to be employed on shore, he would appoint him, on a vacancy, to any situation he might like. Finding it impracticable to perform his duty at sea, as the winter was now advancing, and as his health was in a precarious state (the wounds in his back not being healed, and his arm, from having been amputated according to the old-fashioned method, having a very large wound yet open), he requested his lordship to appoint him to a rendezvous at Gosport. Lieutenant Ellison, it will be recollected, had been brought up in that neighbourhood; and, consequently, was well acquainted with the desertions, &c. which constantly took place there, for want of a proper look-out being kept. Lord Sandwich at first objected to this proposal, as there never had been a rendezvous at Gosport; but, on Lieutenant Ellison's assuring him, that he could make it advantageous to the service, he acquiesced; and the appointment was found to be of so much utility, that it has been continued ever since.

During the time that Mr. Ellison was employed upon this service, he had several narrow escapes; one of which, in particular, is deserving of notice. Information having been sent, from Sir Thomas Pye, who was then the port admiral at Portsmouth, that a great number of deserters were on board an East Indiaman, at Spithead, Lieutenant Ellison, with his gang, consisting of twelve men, and two midshipmen, in the impress boat, proceeded on board; and, on mustering the crew, he found forty-five deserters from the different ships, whom he with great difficulty secured, and carried on board the flag-ship. Admiral Evans, who was the second in command at Portsmouth, made a representation of this service to the Admiralty; in consequence of which, Lieutenant Ellison received their lordships' approbation, in a public letter. The affair was also productive of farther advantage to him; as, soon afterwards, he received the following letter from George Rogers, Esq. the private secretary of Lord Keppel, who had succeeded to the head of the Admiralty Board:—

"SIR,

"Lord Keppel is much inclined to give you a step, not more for the regard he has for General Ellison, than your own merits as an officer, but means you to continue in the present service you are employed upon.

Your conduct in raising men, he intends as an example; and hopes you will be satisfied to continue doing the duty where you are, without putting the public to a greater expence than attends your present employ in it. Great reforms to conduct the expence of the impress service are now in agitation. I shall hope to hear from you in reply, as soon as convenient to you; and am, with much esteem and regard,

"Your faithful humble servant,

"*Admiralty, June* 5, 1782. "GEO. ROGERS."

Lieutenant Ellison, of course, gladly accepted his promotion, on the conditions proposed; and was appointed master and commander, in the Ostrich sloop, with orders to continue on the impress service. On this occasion, he received the following congratulatory note, from his old friend, Captain Waldegrave:—

"MY DEAR FRIEND, *Whitehall, Saturday.**

"Believe me it gives me the most sincere pleasure imaginable, to hear of your promotion; and, what is a very additional satisfaction, is that it proceeds entirely from your own merit,

"In a conversation I had a short time ago with Lord Keppel, he assured me that you had raised at least four men for any other officer's one. Go on, my good friend, with your usual activity; and I trust, ere long, that I shall have the pleasure of again congratulating you. I beg my best compliments to Mrs. Ellison. Believe me to be, truly yours,

"W. WALDEGRAVE."

In January, 1783, seven months after the above, Captain Ellison was appointed post to the Panther, and ordered, *as before*, not to go on board, but to remain on the impress service. In consequence, however, of peace taking place, that employment was broken up. Shortly afterwards, having been appointed to the Ariadne, of 20 guns, Captain Ellison received the following letter from Lord Keppel:—

"SIR, *May* 8, 1783.

"I am favoured with your letter, and though I cannot give you any direct information as to the destination of the Ariadne, I may say she will not be sent abroad, if it can be avoided, which will make it unnecessary for her to have more provisions than for home service, unless they are already shipped. I am, sir, your very humble servant,

Keppel

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* This was written in June, 1782.

Captain Ellison was accordingly ordered to take the Sea Flower cutter (commanded by Lieutenant, now Captain H. L. Ball) under his command, and to proceed to Lough Swilly, in Ireland; where, agreeably to the orders of Lord Temple, then lord lieutenant of that kingdom, he would be joined by two Irish wherries, for the purpose of exploring a fishing bank, which was supposed to lie off the north-west coast of Ireland. No particular bank was discovered; but, in regular soundings from the land, a great quantity of most excellent cod, ling, and tusk, was caught; and Captain Ellison was of opinion, that the fishery might be turned to great national advantage.

The requisite service having been performed, the Ariadne was ordered home, and arrived at Spithead in September, 1783. Shortly after his arrival, Captain Ellison received a letter from his relation, the general, whom we have already mentioned, of which the following is an extract:—

"I am much concerned to hear of your being in a bad state of health, and that your wound has broke out again, but hope it will soon be healed. I yesterday breakfasted with Lord Keppel, who shewed me your letter to Mr. Stevens, with the account of your proceedings off the coast of Ireland: he spoke very favourably of you, and told me your conduct was perfectly approved of. This will give you no little satisfaction, which occasions my mentioning it."

Of a date two days subsequent to that of the above, is the following from Lord Keppel:—

"SIR, *Admiralty, September* 21, 1783.

"I am favoured with your letter of the 16th, and was sorry to understand by it that you was indisposed. I hope a little rest will set you soon to rights; more especially as your service will be wanted, upon the Dublin station, as well as your cutter with you. I took care that orders should be sent for the refitting of the Ariadne at Portsmouth, in preference to another port; though the alterations you wish, in raising her gunnel, cannot be now done, even if judged proper to be done at all.

"I fear, without much care and attention, the Ariadne will lose many of her [men] whilst in an inactive situation.

"I am, sir,
"Your very obedient and humble servant,
"KEPPEL."

Captain Ellison, finding his arm very troublesome, and conceiving that the requisite exertion would be greater than his health would enable him to bear, made an application to the Admiralty, to be superseded; which, being complied with, he, for a short time, retired from active service.

When he found himself sufficiently recruited, he solicited the command of a frigate; and, in February, 1785, on Captain Byron's health obliging him to quit the Druid, of 32 guns, Lord Howe, who was then the First Lord of the Admiralty, without any farther application, appointed Captain Ellison to command her.

Continuing in the Druid, during the peace, he rendered important service to his country, by capturing several smuggling vessels; and also had the satisfaction of bringing up many young men to the service, who, as officers, are now in the highest estimation. His first cruise was with Admiral Vandeput, to the Baltic, in May 1785, for the purpose of conveying his Royal Highness Prince Edward, now Duke of Kent, to Stadt. On his return to Sheerness, Captain Ellison, with the Druid, was ordered to Spithead; and thence, on the western station, between the Start Point and the Lizard, with the Pylades and Fairy sloops, and the Sprightly and Baracouta cutters, under his command, for the purpose of intercepting smugglers; whose illicit proceedings were at that time carried on in a most daring and outrageous manner. As we have already stated, he succeeded in checking their unlawful trade, by capturing a number of their vessels.

Captain Ellison likewise cruised in company with the Pegasus, commanded by Prince William Henry; and with the Rose, commanded by the present Admiral Sir Henry Hervey, off Guernsey; and, during the absence of the Hebe, Captain (now Admiral) Thornborough, he had the whole command, from Dungeness to the Lizard. At this time he was constantly cruising; only occasionally coming into port for orders. At length, his three years being expired, the Druid was paid off; and Captain Ellison, for a short time, remained unemployed.

On soliciting the Admiralty, he was again appointed to his favourite ship, the Druid. After several cruises, and being attached to the fleet assembled at Spithead, during the Russian armament, &c. he was ordered to proceed to a certain latitude, with sealed orders; on opening of which, he was directed to go to

Barbadoes, and, should Captain Inglefield have been there, to follow him to Jamaica. This he did; but he had been at Jamaica only a few months, when he received Admiralty orders to return to England, in company with the Medusa, Captain Inglefield. They accordingly arrived in the Channel, in the month of September, 1792; and, observing the royal standard hoisted in Portland Road, they went in to pay their respects to his Majesty; who, on their landing, was walking on the Esplanade, where he was pleased to receive them very graciously.

An instance of the faithfulness of his Majesty's recollection, which occurred on this occasion, is deserving of notice.—On perceiving Captain Ellison, he called to Lady Caroline Waldegrave, to look out of the window, and she would see an old acquaintance, who had formerly sailed, and lost his arm, with her brother, Captain Waldegrave. His Majesty then asked Captain Ellison how long he had commanded the Druid; and, on being informed upwards of seven years, he said, "Do you never mean to give her up?"—"No, please your Majesty," rejoined Captain Ellison, "if you will have the goodness to make me a present of her."—The King appeared much entertained, laughed heartily, and called to the Queen, who was walking at a short distance—"Charlotte! Charlotte! this Ellison is asking me to give him the Druid!"—After paying their respects, Captain Ellison and Captain Inglefield repaired on board their respective ships, and sailed for Spithead.

On the commencement of the war, in 1793, Captain Ellison, who was lying in Cawsand Bay, was despatched on a cruise, off Cape Finisterre, for twenty days; but, unfortunately, the wind proved unfavourable, and he was under the necessity of returning in two days, without being able to profit, in any respect, by this mark of attention.

Having revictualled his ship, the Admiralty ordered him on a *second* cruise; directing him to take Captain Sidney Yorke, in the Circe, under his command. He was this time more successful; as, during their cruise, they captured l'Esperance, French privateer, of 14 guns; and la Vaudreuil, and la Dauphine, merchant ships, from Cayenne, bound to Nantz.

For a length of time, Captain Ellison was very actively employed off the French coast, in company with the Flora, Sir John Warren, the Fury, Captain Sotheron, and others; after which, the Druid was successively under the orders of Rear-Admiral M'Bride, and Sir John Warren.* Her career, however, had nearly been closed; as she accidentally got on shore in Plymouth Sound, lost her masts, and was with difficulty rescued from destruction.

In the spring of 1794, the Druid was again under the orders of Admiral M'Bride. In our memoir of Sir James Saumarez, we have stated, that, on the 8th of June, in that year, Sir James, "having under his command the Druid, of 36 guns, Captain Ellison, and Eurydice, of 20 guns, Captain Cole, at dawn of day, when about mid-channel over, they fell in with a squadron of the enemy's ships, more than treble their force, viz. the Scævola and Brutus line-of-battle ships, with their quarter-decks cut down, carrying 54 guns on two decks, two frigates of 36 guns, the Danae and Felicite, besides a corvette and brig; they were soon discovered to be enemies, by the fire one of the ships opened on a lugger commanded by Lieutenant Barker, who was ordered to reconnoitre." As we have obtained a drawing of the memorable action that ensued, in which Captain Ellison bore a distinguished part, we must be permitted, by way of illustration, to quote a few additional lines from our memoir of Sir James Saumarez; particularly as, although an official letter was written upon the subject, it never appeared, nor has any other authentic statement reached the public.

> "Seeing the vast superiority of the enemy, Sir James immediately ordered the Eurydice (a heavier sailer) to make all possible expedition for Guernsey, whilst he himself in the Crescent and [accompanied by the] Druid followed under easy sail, keeping the enemy at bay. After allowing the Eurydice to get well a-head, the Crescent and Druid made sail, and joined her when she had approached near the shore, off the back of Guernsey. At this critical period, the whole of the enemy's squadron were crowding sail, with the apparent intention of cutting off the Druid and Eurydice, when Sir James extricated the squadron from their perilous situation, by a bold and masterly manœuvre; he hauled his wind and stood along the French line, in order to draw their attention from the two other ships, making at the same time the signal for them to continue their course to the southward; the design answered his expectations, the enemy pursued the Crescent, which they made sure of capturing, but by the assistance of an old and experienced Guernsey pilot, she was enabled to get through an intricate

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* *Vide* NAVAL CHRONICLE, Vol. III. page 336 and 337.

passage never before attempted by king's ships, and came round to the anchorage by the northward of the island, leaving the enemy disconcerted and disappointed at having been entrapped in the snare. It is worthy of remark, that notwithstanding our ships sustained the collected force of the enemy's fire for upwards of two hours, some damage in the rigging and sails was the only injury they received."

The *general order*, so gratifying to the officers concerned, which was issued on this occasion by Governor Small, who then commanded at Guernsey, has already appeared in the NAVAL CHRONICLE;* consequently we shall now only subjoin the following note, from Sir James Saumarez to Captain Ellison :—

"*Crescent, Guernsey Road, June* 10, 1794.

"Sir James Saumarez desires to return his best thanks to Captain Ellison, and the officers of the ship's company, of his Majesty's ship Druid, for their spirited conduct and bravery on the 8th instant—in having, jointly with the Crescent, repelled the ships of the enemy, more than treble our force. It is to be regretted that the bad sailing of the Eurydice prevented their deriving the advantage which they otherwise would have received from Captain Cole and his brave ship's company."

After this action, nothing particular occurred whilst Captain Ellison commanded the Druid.

In June, 1795, he was appointed to the Standard, of 64 guns, under the orders of Sir John Borlase Warren, who had just hoisted his broad pendant in la Pomone, as commodore of an expedition which had been planned against the French coast. As a singular indulgence, Captain Ellison was allowed to take all his officers, and fifty of his seamen, from the Druid. This circumstance is mentioned in the following letter from R. Hopkins, Esq. at that time one of the Lords of the Admiralty :—

"SIR, *Oving, April* 10, 1795.

"I give you thanks for your very obliging letter, informing me of your appointment to the command of the Standard; on which I heartily congratulate you.

"Lord Spencer's permission to you to keep all your lieutenants, is very flattering, as it bespeaks his opinion of your merit, by a desire to comply with your wishes.

"If you should come to town soon, I shall be very happy to see you, to assure you in person that I am, with true regard, sir,

"Your faithful friend and humble servant,

Captain Ellison. R. Hopkins

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* *Vide* Vol. VI. page 98.

Sir John Warren's squadron, with fifty troop-ships attached, sailed from Yarmouth Roads, Isle of Wight, about the middle of June, and joined Lord Bridport's squadron, off Ushant. On the 21st, the Galatea, Captain Keats, having been sent into Quiberon Bay, was chased by the French fleet, which was soon afterwards descried by the English. On the following morning, Sir John Warren, who had been making the requisite preparations, perceived that Lord Bridport was in pursuit of the enemy. His lordship ordered Captain Ellison's ship, the Standard, with the Robust, and Thunderer, into his line of battle; but, in consequence of their distance, and there being but little wind, they were unable to join him until the action (which took place on the 23d) had terminated. Three of the enemy's ships, it will be recollected, l'Alexander, le Tigre, and le Formidable, struck to the British; and the rest of them took shelter under the land, and the batteries of port l'Orient, where they anchored in the course of the day.*

After this engagement, Sir John Warren's squadron parted company with Lord Bridport, and proceeded to Quiberon Bay, where they anchored on the 25th of June. Sir John, whilst he was carrying on his operations in this quarter, sent the Standard to the great road of Belleisle, to blockade the island, and to endeavour to effect its surrender. Captain Ellison had two French royalist officers on board, Messrs. Puisaye and Suasse, of the engineers, who were authorised to treat, in conjunction with himself, with the governor of Belleisle; to whom, on his arrival, he despatched the following summons:—

SIR, *Standard, Belleisle Road, June* 26, 1795.

"You will not be surprised at my arrival in this road, with a squadron of his Britannic Majesty's ships, if you are acquainted, as I make no doubt you are, with the important victory obtained on the 23d instant, by our navy over the navy of the French convention; and the powerful relief my king has afforded to the royalist army in Brittany. I am sent here to cut off all communication between your island and the main land, and offer you the protection of his Britannic Majesty, and I hope to be so happy as to contribute to restore the inhabitants of Belleisle to the tranquility they must wish for, and furnish them with all the means of living they are in need of. I do not come to summon you to surrender to the victorious British forces. I come to propose to you to acknowledge your own king, Louis XVII. and to offer you the alliance and protection of Great Britain, and put an end, at least in the island where you command, to the distressful calamities which desolate your country. The exhausting of the convention's resources, which is necessarily derived from the abuses they have made of them; the insurrection of the royalists in every part of France, and especially in Brittany, against the oppressive and usurped power of the convention; the army composed of only the French troops who have been landed in your sight, to join the royalists, with ammunition of every kind; the recent victory which has almost completed the destruction of the republican navy, the remains of which are blockaded in the bay of l'Orient by a much superior force: all these considerations ought to induce you not to lengthen the calamities of war in your island. Do not, sir, fear that Belleisle may be subject to a foreign power; it is wished only to be surrendered to your lawful king, to receive only French troops, and be defended only by its inhabitants. My king, in his unlimited generosity, will furnish them with every means of subsistence in his power, and secure to them his protection.

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* For full particulars of this action, the reader is referred to the NAVAL CHRONICLE. Vol. I. page 279, 280, 281, and 300; and Vol. III. page 343, [illegible]

"You may depend, sir, upon every reward both from your king and mine, also the royal officers and troops under your command, and the inhabitants, if you resolve to submit to the royal authority.

"I have on board two French commissioners, who are vested with powers from the general of the royalist army, to treat, in union with me, in every thing that relates to your island, and to your particular interests; and I am authorised to declare to you, that the commander-in-chief of the naval forces shall ratify all the articles which may be agreed upon between us.

"The persons you may think proper to send to me will be treated with all due respect, therefore I shall rely on your goodness that the like attention is paid to the officer who has the honour of delivering this letter to you.

I am, &c.

Josh Ellison

Captain and Commander.

To the Commander-in-Chief of the
Forces in Belleisle.

Captain Ellison's first lieutenant (Buller) was the bearer of the above summons. He was conducted to the citadel, blindfolded, where he was received in the handsomest manner, and invited to a ball in the evening; after which he was dismissed with the following answer:—

"*Republic of France,*
"*One and Indivisible.*

"*Head Quarters, Belleisle, 8th Messidor.*

"*The General of Division, Boucret, to Mr. Ellison, commander of the Standard man of war, in the road of Belleisle.*

"We do not want the protection and stores of the king, your master. We want nothing. It depends on you to be convinced of it. To live free, or die in defence of the republic, one and indivisible, under the orders of the convention, is my vow, and also of the brave republicans I command.

"I salute you,
"BOUCRET."

There being no appearance of the surrender of the island, Captain Ellison, after the lapse of about three weeks, sent in a second summons; of which we insert the following copy, for the first time, we believe, that it has met the public eye:—

"SIR, "*Standard, Belleisle Road, July* 16, 1795.

"Being convinced that the words of peace contained in the letter my first lieutenant, Mr. Buller, delivered to you the 27th of June, should have determined you to your true interests, in acknowledging your lawful sovereign, and accepting the protection and succours from mine; I have delayed till now executing with rigour the orders given me to blockade Belleisle closely, and, from mere benevolence for its inhabitants, have let them receive some provisions, and continue their fishing, which I know is very profitable to them; but, sir, your obstinacy, and the little regard you have paid to those my proceedings, put me under the necessity of entirely altering my conduct.

"I will yet repeat to you before doing so, that both my king and your's wait only, to display all their benevolence, till you have submitted voluntarily, and given up the principles which have worked the misfortunes of France, and disturbed Europe for too long a time; besides, the motives I explained to you in my last, and those every good Frenchman feels in his heart, the events which have passed since ought to determine you.

"Monsieur, brother to Louis the Sixteenth, whom the laws of France has succeeded to the sceptre factions have endeavoured to break, has been acknowledged as King of France, under the name of Louis the Eighteenth, by England and all the other coalesced powers against your unhappy country, or rather against those who for these five years past have laid it waste. General Charette has taken arms again, and obtained already important successes. The royalists of Britanny, whom we have provided with arms, threaten the entire destruction of the few republican troops which may yet oppose them in this province. A landing has been effected near Brest. Normandy shews forth, by assuming arms, the wish of almost all France for a king. We are masters of the important peninsula of Quiberon: its garrison, having voluntarily surrendered, have been treated with a benevolence they did not hope for, and the greatest part have enlisted with the royalists.

"These events should determine you, should you not anticipate the time to come. The destruction of the French navy, the augmentation of our fleet since its victory, and the powerful reinforcements of troops which are expected, besides those just arrived; the impossibility of your receiving any succours by seas: all must induce you to think seriously of the evils a longer resistance must bring upon your island, and for which the English and royalist generals will call you personally, sir, and the municipality, to an account, if they are obliged to reduce you by force.

"I send to you, with my letter, some copies of the manifesto published by the general in chief of the royalists; it must convince you of the purity of his designs, and desires of conciliating all interests.

"Direct to the royalist commissioners I have on board (in case you soon submit): they will fulfil, in unison with me, all the promises made you in this declaration. We are authorised, *first*, to preserve the pay and rank to the officers and soldiers of your garrison who will join the royalist army. *Secondly*, to afford proper means of living in a foreign country, to those who, fearing revenge (which the royalists are averse to), would not be exposed in their own country to continual disquiet. *Thirdly*, to let return to their families those who wish for the tranquility they hope to enjoy there. *Fourthly*, to reward generously those who by their influence will do yet greater service for their country.

"Weigh these advantages, sir, and consider that a longer resistance will deprive you of them all. Enable me to follow my most ardent desire in contributing to make happy the inhabitants of the island where you command.

"I ordered Mr. Buller not to receive from you any answer to this letter, as I wish to pay to the officer you may be pleased to send the same attentions you did to my first lieutenant.

"I have the honour of being, sir,
"Your humble servant,
"JOSEPH ELLISON."

To M. Boucret, General of Division,
Commander-in-Chief at Belleisle.

ANSWER.

"*The General of Division, Boucret, to Mr. Ellison, commander of the man of war the Standard, 28th Messidor, the third year of the Republic, one and indivisible.*

"SIR,

"You will have the goodness not to make any propositions to me henceforth. My first letter must have convinced you of my sentiments. If you persevere, and give me opportunity, my answer shall be sustained with thirty-six pounders.

"I salute you,
"BOUCRET."

During the time that Captain Ellison remained before Belleisle, he received frequent presents of fruit and fish from the governor; two of whose *aides-de-camp* also once visited the Standard, with an invitation for him to go on shore; notwithstanding which, he was almost constantly annoyed by shot from the garrison. The British commander, it is scarcely necessary to say, declined the governor's polite offer.

Captain Ellison, who, it will be recollected, had been employed on a similar service, off the same place, with Sir Edward Hawke, kept his station for many weeks, in hopes of accomplishing the surrender of the island; after which, the object becoming hopeless, and his men suffering much from the scurvy, he was ordered to the island of Hedic; where, having landed them, he blew up the forts, pitched tents, and formed them into a little encampment, during their recovery.

In about six weeks, his ship's company having been restored to health, he received orders from Sir John Warren to sail with the Thunderer, Captain Bertie, to Noirmoutier, for the purpose of conducting the Comte d'Artois and his suite, who wished to take a survey of that island. During this expedition, they captured several American merchant vessels, which were bound to Belleisle, with flour, &c.—Having remained at anchor, off Noirmoutier, for some days, they returned to Quiberon Bay.

At the close of the year, the expedition against the French coast having failed, the Standard was ordered to return to Plymouth Sound, where she accordingly arrived, after an absence of seven months. Captain Ellison then went into Hamoaze, to fit for foreign service. When complete, the Standard was ordered into Cawsand Bay: and, soon afterwards, on the 24th of February, 1796, she sailed with sealed orders.

On opening his orders, Captain Ellison found himself directed to proceed to St. Helena, and to convoy to England a fleet of East Indiamen which were assembling at that island. His conduct at St. Helena will be best estimated, after a perusal of the following letter, from Robert Brooke, Esq. the governor:—

To Commodore Ellison, Esq. &c. &c.

"SIR, *May* 31, 1796.

"I cannot allow you to depart without acknowledging the obligations I think the service under to your zeal to oblige, and preserve harmony and good order in the fleet under your charge.

"May the continuance of your exertions meet with equal success on the passage home, and may you carry the whole thereof in safety, to the satisfaction of your country, and the Hon. Company, who are most deeply interested on the occasion, is the most fervent hope of him who has the honour to be, sir,

"Your most faithful and obliged servant,

Rob. Brooke

Captain Ellison sailed from St. Helena on the 1st of June, and arrived safely in the Downs, with the whole of his convoy, nothing particular having occurred on the passage, on the 2d of August. Having duly announced his arrival to the Admiralty, he received, in answer, the following letter of thanks, from Sir Evan Nepean:—

"SIR, *Admiralty Office, August* 5, 1796.

"Having laid before my Lords Commissioners of the Admiralty your letter of the 2d inst. acquainting me of your arrival in the Downs with the ship you command, and the whole of the convoy from St. Helena; I am commanded by their lordships to acquaint you, that they are much satisfied with you for the attention you have paid to your convoy, and of all your proceedings since you have been employed on this service.

"I am, sir,

"Your very humble servant,

Evan Nepean

Captain Ellison, Standard, Downs.

For this service, Captain Ellison also received the subjoined thanks of the Court of Directors of the East India Company, with a present of four hundred guineas, for the purchase of a piece of plate:—

"SIR, *East India House, September* 1, 1796.

"I have great pleasure in obeying the commands of the Court of Directors of the East India Company, by communicating to you their thanks for your care and attention in convoying from St. Helena to England eleven of the Company's ships, together with several extra ships, laden with rice, &c. and in acquainting you that they have resolved to present you with the sum of four hundred guineas, for the purchase of a piece of plate, as an acknowledgment of the above services, and that a warrant for that sum is made out accordingly, and may be received any day after Wednesday next,

I am, sir,

"Your most obedient humble servant,

W Ramsay

"Secretary."

Captain Joseph Ellison, of his
Majesty's ship Standard.

The following is Captain Ellison's acknowledgment of the above:—

"SIR,

"I beg you will be pleased to communicate to the Honourable Court of Directors of the East India Company my grateful thanks for the very great honour they have done me in their approbation of my conduct in convoying their fleet from St. Helena; and should I ever have the pleasure of being again employed in their service, this flattering mark of their attention will be an additional inducement to performing my duty. I request they will also accept my warmest acknowledgments for the present they have had the goodness to bestow on me, and am respectfully, sir,

"Your most obedient humble servant,

"JOSEPH ELLISON."

Shortly after Captain Ellison's return to England, he received the following very friendly epistle from Captain Suasse, one of his colleagues in the Belleisle expedition; which will be regarded as no bad specimen of English composition, from a French soldier:—

"*No.* 31, *French-Street, Southampton,*
August 24, 1796.

"DEAR CAPTAIN,

"Permit me to express to you the great satisfaction I have received from your safe arrival in England, after so long a voyage. I should not have so long delayed writing to you, had I known where to direct my letter. My friend Pieyer has just given me a proper information he received from one of your officers he met with in London. I know you are now in the midst of your family, and I must obey the dictates of my heart, in sending my sincerest compliments to you. Indeed, my dear captain, I should have been much more pleased with hearing you had brought some Dutch Indiamen with you, than I have been with your convoying home those of the English company. However, I hope, and most ardently wish, that this last important service of your's will prove as useful to your promotion and particular interests, as it is highly beneficial to your country.

"Pioger, who hopes to see you soon in town, will be extremely pleased with shaking hands with you, and expressing, *viva voce*, what I do now by writing, the lively sense of gratitude we shall always preserve for your kindness to us. That we were both indebted to Captain Ellison for many a happy hour, and a most comfortable situation, at the very time so many of our countrymen were labouring under the most afflicting distresses, will constantly remain deeply impressed upon our hearts. Your friendship to us bids me add a few words more, concerning our present situation. We have remained in quarters in Southampton since our landing in January last. Our fate is not certainly to be pitied, and could even be envied by numbers, as we are well paid, and have nothing to do here. Yet I wish that an active situation might furnish us with the opportunity of deserving well of our new-adopted country. I shall readily embrace it, to whatever part of the globe I am ordered; though I confess I am glad it cannot be any more to the coasts of France. The Chouan war is now at an end, and very fortunately, in my opinion, since it was productive of nothing but disasters.

"You must have been astonished at the incredible success of the French armies during your absence. What will become of the continent of Europe, it is impossible to foresee. But England only can withstand such an enterprising enemy, with the help of her navy, and, I may add, of her excellent constitution. England alone may, by possessing herself of all the means of trade, re-establish in some measure the balance of Europe, when negociations for peace will be entered upon. Thus far on politics, which is by no means a pleasing theme now. Pray let me have a few lines from you, and acquaint me with the state of your health.

"That you may enjoy an uninterrupted happiness, and still favour with friendship your Belleisle messmates, is the most sincere wish, my dear dear captain.

"Of your devoted and grateful servant,

"CAPTAIN SUASSE,
"Of Royal F. Engineers.

"Have the goodness to present my respects to Mrs. Ellison, and remember me to your brother-in-law, M. M. Buller, Tonston, and the other officers of the Standard."

While in the Downs, the Standard was ordered, by telegraph, to proceed to Sheerness to refit. Captain Ellison's health being much impaired, from the heat of the climate which he had recently left, and from his long and various employments for a series of years, the Lords of the Admiralty were pleased to grant him leave of absence, and even allowed an acting captain to command the Standard, for four months.

After this interval of relaxation, Captain Ellison applied to Lord Spencer for the Magnificent, then lying in ordinary, at Plymouth. His lordship promised him the first ship that should be taken into dock, as soon as she could be got ready for service; but, finding that she was not brought forward as soon as might have been expected, he renewed his application, for any seventy-four that his lordship might be pleased to appoint him to. Accordingly, he soon received a commission for the Marlborough; Captain Nicholls having left that ship, in consequence of the seamen having taken the command upon themselves at the time of the mutiny.

Prior to this appointment, but subsequent to Lord Spencer's promise of giving him the command of a 74, Captain Ellison received a letter from his friend, Mr. Hopkins, from which the following is an extract:—

Bruton Street, January 31, 1797.

"I was yesterday favoured by the receipt of your very obliging letter; and, am happy, that the same account which mentioned your illness, informed me also of your recovery from it.—Lord Spencer's attention to your merit does credit to himself; and I heartily congratulate you on your intended appointment to a good 74-gun ship."

An acting captain was appointed to the Marlborough; and, for the accommodation of Captain Ellison, she was ordered into Plymouth Sound.

The Marlborough's crew had committed the most daring outrages, and had evinced a spirit of disaffection, in a greater degree than that of almost any other ship; notwithstanding which, when Captain Ellison took the command, he was received by them with marked approbation. They gave him three cheers; said they had heard that he was the seaman's friend; and that they would go round the world with him.—As a proof of the satisfaction which he had reason to expect from them, it is worth mentioning, that, on their expressing a wish to have leave to go on shore, he gave sixty of them liberty at once, and not one staid beyond the time which had been fixed for their return.

During Captain Ellison's continuance in the Sound, a seaman, and a marine, belonging to the Saturn, were sentenced, by a court martial, to be hanged for mutiny; and, as there was no other 74 gun-ship in the harbour, the sentence was carried into effect on board the Marlborough.

Captain Ellison now sailed to join Lord Bridport's fleet, which was lying in Torbay. After the ship's company had received their wages, a very hard gale of wind came on, at south-west; during which, the Belvidere, an outward-bound East Indiaman, was driven into the bay, with the loss of her rudder. On perceiving this disaster, Lord Bridport made a signal to Captain Ellison, to repair on board the Indiaman, with directions to her captain to get under weigh, and proceed to Plymouth, to repair her damage. Having hung a temporary rudder, Captain Ellison was ordered to take charge of her to that place; but, unfortunately, off the Start Point, the gale increased, a sea carried off the substituted rudder, and the Belvidere became unmanageable. With much difficulty and perseverance, however, the end of the Marlborough's stream cable was sent on board her; and, the wind blowing strong westerly, she was obliged to bear up for Spithead. When off the Isle of Wight, the stream cable gave way, and it was only by the most indefatigable exertion that the hawsers were got on board; as it continued to blow strong, with a heavy sea, and the Indiaman was every moment in danger of going on shore, in which case she must inevitably have been lost. However, having succeeded in getting the hawsers on board, the Belvidere was towed into Spithead, without sustaining any farther damage. The following grateful letter, from the captain of the Belvidere, to Captain Ellison, is here deserving of insertion:—

"DEAR SIR, "*Belvidere*, 18*th Sept.* 1797.

"Understanding by one of your officers, that you are ordered to Plymouth to-morrow morning, will you favour me with your company to dinner to-day? you will oblige me extremely—four o'clock. Should it not be convenient, I have only to say, that words cannot express my sentiments so fully as I could wish, for the unremitted attention and assistance received from your ship. I can only offer you my best thanks for your kindness; and at the same time, please to offer my best wishes to your officers; and, I trust time will not wear off the obligations myself and owners of the Belvidere are indebted to you and those gentlemen. I have written particularly to the India-House, and shall do as you required. Wishing you and the gentlemen health and every happiness,

"I remain, sir, your's,
"very sincerely,
"CHARLES CHRISTIE."

Captain Ellison's conduct, upon this occasion, was highly approved by the Admiralty, by Lord Bridport, and by the owners and underwriters of the Belvidere; who, in token of their approbation, presented him with a hundred guineas, and an elegant gilt cup, with an appropriate inscription, relative to the service for which it was presented. The former compliment was announced to him in the following letter:—

"SIR, "*London, June* 22, 1798.

"I have greatly to lament, and to apologise, that, through a variety of unforeseen delays in procuring vouchers from Portsmouth, respecting the Belvidere's extensive repairs, and in arranging them for the payment of that part to which the insurers were liable, so long a period has elapsed.

"Having at length laid the necessary papers before the committee of underwriters, together with Captain Christie's letters to me, the gentlemen begged me to present their very sincere thanks, for the uncommon and humane attention you had paid to the safety of that ship in her distresses, and to request the favour of your acceptance of a sword, of the value of one hundred guineas. Having replied, that I knew you had already a sword presented on some similar occasion, they mentioned a cup; but, on my saying that my father, and the owners of the Belvidere, were already honoured by your kind acceptance of one from them, they then directed me to pay the sum they had voted into the hands of your agent, or friend, in London, to be applied in any way you should think proper. I have accordingly paid the same to Mr. J. H. Short, of Lime-street, on your account, and have also taken the liberty of delivering the cup to his care; wishing you, most unfeignedly, health and spirits to use it, in the Spanish phrase, *for a thousand years.*

"It now only remains, sir, for me to assure you, that I shall, whenever I find myself near you, with infinite pleasure make my personal acknowledgments for the services you have rendered to me and to my friends; and that I am, ever,

"Your very obliged and faithful servant,

"HENRY BONHAM.

"My best wishes attend Mrs. Ellison and your family."

To Captain Joseph Ellison.

Captain Ellison, after having rendered all the service in his power to the Belvidere, was ordered to Cawsand Bay, where he put himself under the command of Sir Roger Curtis; with whose squadron he soon after sailed to Beerhaven, in Ireland. They had been, however, but a short time on that station, when they were ordered to join Lord St. Vincent, off Cadiz.

On their passage thither, the spirit of disaffection, which had been only quelled for the moment, amongst the crew of the Marlborough, again broke forth. Their intention, as it afterwards appeared, was to put Captain Ellison, and his officers, to death, though without any cause of complaint, and to carry the ship into Brest. Fortunately, their schemes were frustrated by one of the seamen; who, having overheard their conversation, got in at the quarter-galley window, at midnight, and, awakening the captain, who was in his cot, made the discovery. "For God's sake, Captain Ellison, get up," said he; "the ship is in a state of mutiny; you and your officers are to have your throats cut, and the ship is to be taken possession of!"—On receiving this alarming intelligence, Captain Ellison immediately went upon the quarter-deck; and, looking around, he saw a number of men assembled on the poop, *more* than the *watch*. On asking the officer of the watch the reason of this, the men, perceiving that they were detected, returned, in the greatest confusion, over the quarters, and along the muzzles of the guns, to the main-deck, and got into their hammocks. Captain Ellison then summoned all the officers upon deck; where, accompanied by them, he continued during the remainder of the night. At eight o'clock in the morning, the hands were turned up, in order to discover the ringleaders, but without effect. However, in the course of the day, a seaman came forward, and mentioned two who had been the most active in the business, and they were immediately put in irons. On joining Lord St. Vincent's fleet, they were tried by a court martial, condemned, and executed on board the Marlborough.—A public letter was subsequently received by Captain Ellison, from the Admiralty, expressing their lordships' approbation of his conduct, and that of his officers on this trying occasion.

Captain Ellison's health having suffered much from the climate, and from agitation of mind, he left the Marlborough, off Cadiz, and returned to England in the Blenheim, with Vice-Admiral Sir John Orde.*

In ten days after his arrival at Plymouth, Captain Ellison, *without solicitation*, was appointed to regulate the impress service, at Gravesend; where he remained upwards of three years, until the service was broken up, at the conclusion of the war, in 1801.

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* *Vide* NAVAL CHRONICLE, Vol. XI. page 193. Sir John came home in the autumn of 1798.

After having been a short time on half-pay, he was commissioned as third captain of Greenwich Hospital, in the room of the late Captain Allwright; and, in 1805, on the death of Sir R. Pearson, he became second captain, and a director of the chest of Greenwich.

Captain Ellison has, ever since, resided in that agreeable situation; and that he may long continue there, is the hearty wish of all his old shipmates and friends.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

CHARACTER OF ENGLISH SEAMEN.

THE following amusing character of our brave tars is copied from a work called "*Letters on England;*" said to be translated from the Spanish, but rather believed to be the production of Mr. Southey, the poet:—

"Voltaire has the merit of having discovered the physical cause of the superiority of the English at sea. The natives of the south of Europe navigate smooth seas; those of the north are frozen up during the winter; but the English seas are navigated in long dark stormy nights, when nothing but great skill, and incessant exertion, can preserve the vessel. Hence arises a degree of confidence in their sailors, which is almost incredible; the greater the danger, the greater is the activity. Instead of shrinking from toil, every man is at his post. Having no faith in miracles for their deliverance, they almost work miracles to deliver themselves; and, instead of preparing for death, strain every sinew to avoid it. Added to this confidence, they have also in war that which arises from constant success. The English sailor feels that he is master of the sea. Whatever he sees, is to do him homage. He is always on the look-out, not with the fear of an enemy before his eyes, but like a strong pirate, with the hope of gain; and when going into action with an equal, or even a superior force, he calculates his profits as certainly as if the enemy were already taken. "There," said the master of a frigate, when the captain did not choose to engage a superior French force, because he had a convoy in charge—" there," said he, with a groan, " there's seven hundred pounds lost to me for ever." As for fear, it is not in their nature. One of these men went to see a juggler exhibit his tricks; there happened to be a quantity of gunpowder in the apartment underneath, which took fire, and blew up the house. The sailor was thrown into a garden behind, where he fell without being hurt. He stretched his arms and legs, got up, shook himself, rubbed his eyes, and then cried out (conceiving what had happened to be only a part of the performance, and perfectly willing to go through the whole), " D—n the fellow, I wonder what the devil he will do next."

LORD NELSON'S MONUMENT, AT GLASGOW.

Inscription for the Column erected to the Memory of Lord NELSON, *by the City of Glasgow.*

TO
NELSON,
The Scourge of France,
The Avenger of his Country and of Europe;
who, wielding the Naval Thunders of the
EMPIRE,
poured Destruction on the terrified Foe
at the blazing Shores
of
ABOUKIR,
COPENHAGEN,
and
TRAFALFAR.
Covered with Glory and Renown,
in the Hour of Victory,
THE HERO FELL,
embalmed with the Tears, and entombed in the Hearts
OF THE BRITISH PEOPLE.
To perpetuate to distant Ages
the Deeds and the Memory
of this gallant
SEAMAN,
and to stimulate Posterity to emulate his Actions,
THE CITIZENS OF GLASGOW
erected this Column,
A. D. 1807.

ANECDOTE OF ADMIRAL DOUGLAS.

During the last disgraceful mutiny in the navy, the admiral commanded the Stately, of 64 guns; and being on shore, dining with Governor Brook, at St. Helena, his first officer told him, that a ship had arrived from England, and told the Stately of the mutiny, and that his men had come and demanded the command of the ship, and were then in mutiny. The admiral received the intelligence very coolly, and as the ship was under the guns of the forts, and the sails unbent, he said to the governor, "I will go immediately on board, and if in fifteen minutes after I am in the ship they do not return to their duty, you will fire on her; for better that I go down with the ship than the men command her." This spirited determination he made known to the men, and added, if the ringleaders were not given up unconditionally, they knew what they were to expect. The fifteen minutes expired, and the fort began to fire, and thus ended the mutiny in those seas, by the intrepid conduct of one man.—The ringleaders were given up, and two or three of them hanged.

ACCOUNT OF THE RUSSIAN ADMIRAL, SINIAVIN.

This officer is of one of the first families in Russia. About the year 1783, being then a youth, he was sent to England by the Russian court, who obtained permission from the British government for his being admitted a volunteer in our navy. He was accordingly, by order of the Lords of the Admiralty, received on board the Leander, of 50 guns, then destined for the Halifax station, in America, where he served about three years. He was afterwards employed for nearly the same time in the Mediterranean, as a volunteer midshipman, on board the Pearl frigate, then commanded by the late Honourable Seymour Finch, brother to the Earl of Aylesford, which ship he quitted at Smyrna, in 1789, in order to render to his own country the benefit of that knowledge and experience he had acquired from us, Russia being then engaged in a war with the Turks, against whom he seemed, by nature, to be a zealous adversary. During the last war he served, and held the rank of a post captain in the Russian navy, and was one of their fleet that wintered in the Medway; but on that fleet being ordered home, and the Emperor Paul entering into the views of Buonaparte, he retired, and continued in retirement until Russia again made common cause with this country.

NAUTICAL ANECDOTE.

WHEN the Count de Lille was landed at Yarmouth, from the Freya, Swedish frigate, he was rowed on shore by British sailors; and the count, grateful for the particular attention shewn him, left a purse of fifteen guineas, for the tars to drink his health. On the matter being explained to them, not one of them would touch a farthing, but immediately transmitted a letter to Admiral Russell, expressive of their sentiments on the occasion, which is truly characteristic of British seamen. The following is a literal copy, and is said to have been read by the count with particular delight:—

"PLEASE YOUR HONOUR, *Majestic, 6th day of Nov.* 1807.

"We holded a talk about that there 15l. that was sent us, and hope no offence, your honour. We dont like to take it, because as how we knows fast enuff that it was the true King of France that went with your honour in the boat, and that he and our own noble king, God bless em both, and give every one his right, is good friends now; and besides that your honour gived a order long ago, not to take no money from nobody, and we never did take none, and Mr. Leneve that steered your honour and that there king, says he won't have no hand in it, and so does Andrew Young, the proper coxen; and we hopes no offence, so we all, one and all, begs not to take it at all. So no more at present from your honour's dutiful servants,

ANDREW YOUNG, Coxen,
JAMES MANN,
LEWIS BRYAN,
JAMES LORD,
JAMES HOOD,
W. EDWARDS,
JAN HOLSHAN,
THOMAS LAURIE,
THOMAS SIMMERS,
THOMAS KESANE,
SIMON DUFT,
W. FAIRCLOUGH,
JOHN CHURCHILL,
THOMAS LAWRENCE,
JACOB GABRIEL,
WILLIAM MUZZEY.

SIR HOME POPHAM'S SWORD.

ON the 8th of January, Sir Home Popham and Sir John Stuart were presented with the elegant swords voted to them by the corporation of London. They were first presented, at Merchant Taylors' Hall, with the freedom of that company; after which they proceeded to Guildhall, and were presented to the Lord Mayor. They were accompanied by Lord Gambier and Sir Edward Hamilton.

On presenting the sword to Sir John Stuart, the victor of Maida, the chairman of the city delivered a handsome and appropriate speech; after which, he addressed Sir Home Popham as follows:—

"Sir Home Popham, I give you joy; and in the name of the Lord

Mayor, Aldermen, and Common Council, assembled, return you thanks for your gallant conduct and important services in the capture of Buenos Ayres, at once opening a new source of commerce to the manufactories of Great Britain, and depriving her enemy of one of the richest and most extensive colonies in her possession. And, by an unanimous resolution of the said court, I present you with a sword, as a testimony of the high esteem which it entertains of your very meritorious conduct.

" Sir,—When the news arrived of your achievement in South America, it was received by the nation with an ecstacy of joy: the artificer saw an increase of demand for the productions of his ingenuity; the merchant began to extend his commercial views; and every philanthropist most rapturously exclaimed with the poet—

Oh, stretch thy reign, fair peace, from shore to shore,
Till conquest cease, and slavery be no more;
Till the proud Indians, in their native groves,
Reap their own fruits, and woo their sable loves;
Peru once more a race of kings behold,
Another Mexico adorn'd with gold.

" Such, sir, were the delightful visions in which the nation indulged, on the result of a plan suggested by the wisdom of that great statesman, whose loss we deeply feel, and whose death we still deplore, and carried into effect by the prowess of yourself and your gallant associates in arms.

" The scene, it must be confessed, is now most lamentably changed; yet, though the nation has looked in vain for that extension of commerce, and that diffusion of British civilization, in the hopes of which she had so fondly indulged herself, she will ever regard the capture of Buenos Ayres, both from the ability with which it was planned, and from the energy and intrepidity with which it was effected, as an action worthy of being recorded in the brightest page of her history.

" Gentlemen,—You have given ample proofs of your zeal in the cause of your country, and of your abilities to render it the most essential services; the same cause has still further claims upon your exertions; the foe with whom we have to contend has declared his determination to deprive us of our most valuable rights, and to sink us below the level of an independent nation.—But I trust such threats are vain: you, gentlemen, are sensible that when a nation has lost her honour she has little else worth preserving! You will convince our inveterate enemy, that however desirous your country may be to obtain a peace, she can never be forced to accept such a peace as shall either diminish her rights or tarnish her glory."

Sir Home Popham replied in the following terms:—

" Sir,—In receiving this sword from you, I cannot refrain from expressing my regret at the trouble occasioned by the principle upon which it was originally voted me being questioned by an honourable member of your court: and although I feel extremely gratified at that principle being publicly, and almost unanimously recognized, yet I cannot help regretting, that the service for which the sword was given, did not meet the approbation of his majesty's late government; and although I was not fortunate enough to receive an honourable acquittal from the court martial to which I was brought, I trust, nothing transpired on that occasion that could cause any regret in this liberal mark of distinction having been voted me by the city of London. I believe, the honourable gentleman who made the motion against me, adopted the same cause, with respect to this sword, as was pursued by his Majesty's late ministers with respect to me. The sword, however, by being so ably defended, was most honourably acquitted, is now most handsomely presented; and I speak with sincerity when I say, is most gratefully received; and, I trust, if ever I shall be fortunate enough to be again employed, that it will not be disgraced in my hands."

Extract of an official Letter from Captain GEORGE BELL, *commanding his Majesty's sloop Victor, to Rear-Admiral Sir* EDWARD PELLEW, *Bart. Commander-in-Chief of his Majesty's squadron, dated Fort Cornwallis, Prince of Wales Island, May* 22, 1807.—*(From the Madras Government Gazette of July* 23, 1807.)—

YOUR Excellency has undoubtedly ere now received one of my letters, respecting the capture of four brigs out of Batavia roads.

Off Cheribon (a little to the eastward of Batavia), on the 15th of April, we chased, and brought too, three prows, under Dutch colours, at five P. M. On its falling calm, we anchored our boats, and sent them armed to bring the prows alongside; two were brought to the larboard-side, the other hung on the quarter: got the prisoners out of the two alongside (amounting to near 120), and placed a strong guard over them, under the direction of Lieutenant Wemyss, as I intended sending them away, after overhauling their cargoes.

Lieutenant Parsons had been on board the prow, on the quarter, but returned with his people on finding it impracticable to get the crew from below: I instantly ordered her to be hauled close up under the quarter, fired a carronade into her and musketry, which they returned by throwing spears and firing pistols, &c. got a gun out of the stern-ports and fired into her, the sparks of which most unfortunately reached some powder, which must have been carelessly handed out of some of the prows abaft, and blew the after part of the ship up: at this alarming moment the guard over the prisoners dropped their arms, and ran to extinguish the fire. The prisoners instantly seized their arms, and picked up several spears and knives, which had heen thrown on board, and attacked the ship; by this time (eight P. M.) the fire, most providentially, by the great exertions of officers and men, was got under, prow cut adrift, and the attention of all hands directed to the defence of the ship, which was admirably performed, for in little more than half an hour eighty of them lay dead in a most mangled state, the rest driven overboard; but sorry am I to add, not without a severe loss on our side, including those blown overboard and those who have since died of their wounds, a list of which I herewith enclose for your excellency's satisfaction: amongst the killed is Lieutenant Blaxton, who had a spear through him, accompanying me, in the waist; he died most gallantly.

A list of the killed and wounded on the 15th April, 1807.

Killed.—Mr. H. Blaxton, lieutenant; and 5 seamen.

Wounded.—Captain G. Bell; Thomas Coultherd, gunner; 1 serjeant of marines; 1 private ditto; 22 seamen; serjeant of marines and 8 seamen since dead of their wounds.

CORRESPONDENCE.

MR. EDITOR,

IN my former letter, on the rights of the British flag,* I pledged myself to adduce proofs of the following assertions:—that the kings of England have proclaimed themselves lords of the sea, by the performance of overt acts; that they have exercised all the prerogatives enjoyed by the lawful possessors of the dominion of the sea; and that their *right* to exercise such prerogatives has been acknowledged, both tacitly and positively, by the different European powers. At the present moment, sir, when such formidable attempts are making, to deprive us of our rights, by the grand robber of Europe, and his vassal allies, these proofs are of no slight importance.

By the treaty between England and the United Netherlands, in 1654, it was covenanted, "that the ships of the United Provinces, *as well those fitted for war*, as others, which should meet in the British seas any of the ships of war of England, should strike their flag and lower their top-sail, in such manner *as had been at any time practised before*, under any former government." This duty of the flag, though it may be considered as but an indifferent honorary ceremony, is certainly an expressive acknowledgment that the absolute sovereignty of the seas, in which the colours are required to be struck, is vested in the prince to whom that duty is paid. By a subsequent treaty, in 1673, instead of the "British seas," there is an enlargement to the seas between Cape Finisterre, to the middle point of the land Van Staten in Norway.

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* *Vide Naval Chronicle,* Vol. XVIII. p. 479.

The liberty of fishing in the English seas has been always *requested* by foreigners, *particularly* by the *French*. The admirals of Henry the Fourth of France, used to ask of Queen Elizabeth *licenses* for the French fishermen to fish in the neighbouring seas, for soles, for that prince's own table."

Queen Mary, the consort of Philip the Second, of Spain, granted, for a fine, and a yearly revenue of 1000*l.* to be paid into the treasury of Ireland, a general license for the Netherlanders to fish in the northern parts of that kingdom.—Camden also, in his *Britannia*, speaking of the northern sea which washes the coasts of Yorkshire, says—" the Hollanders and Zealanders, *first obtaining leave, according to the ancient custom*, of the Governor of Scarborough Castle, made a very plentiful and advantageous herring fishing."

Edward I. Edward II. Edward III. Richard II. Henry IV. Henry V. and Henry VI. were accustomed to grant licenses, or protections, to the subjects of certain states in amity with England, to fish in the British seas; and the last mentioned monarch frequently gave licenses, *especially to the French*, to fish in "*his*" seas, prescribing a certain time, *as well as the size of the boats*, which they or others were to fish in.

In the time of Edward I. it was always a peculiar injunction laid upon his sea commanders, that they should take special care to vindicate and maintain the sovereignty, which his predecessors, the kings of England, were wont to have in the sea, concerning the explication and amendment of the laws, which had been by them instituted for the *government of all nations and people navigating in the English seas.*

That it was customary for the kings of England to grant passports, or safe conducts, to such foreigners as desired liberty to pass through their seas, may be sufficiently proved from the records of parliament. Henry IV. granted a passport to Ferando Urtis de Sarachione, a Spaniard, to sail freely from the port of London "*through his kingdoms, dominions, and jurisdictions*, to the town of Rochelle." It is evident, that "*dominions and jurisdictions*" here apply to the seas flowing between London and Rochelle. What operates as an additional proof of this is, that the Hanse towns, about the same time, *petitioned for a license* to transport corn to Rochelle, but were positively *refused;* and were further told, that such as should presume to go beyond a *former license*, "should for that bold presumption suffer the loss of all their goods and effects, in case they fell into the hands of any of his Majesty's ships of war, or others."

Numerous other instances might be brought forward, correspondent to those which I have already adduced; but, as I conceive that I have already proved sufficient for my purpose, I shall not trespass longer on your room or patience. I am, &c.

L. T. O.

* * *

MR. EDITOR,

I AM well aware of the difficulty you must labour under, in publishing the biographical memoirs of officers during their lives; though, as you have already observed, that, in many respects, is the best time to bring them forward; as any errors may be corrected by themselves, or friends: I have therefore sent you some corrections of your late memoir of Sir Edward Pellew, and also some additions; and cannot but lament, you did not take more pains to examine the authenticated records of his services, before you sent his memoir to press.—Sir Edward Pellew was certainly born at Dover, and on the 19th of April, 1757. He received the first rudiments of his education at Dover, and afterwards went to Penzance, and was then placed for about a twelvemonth, under Mr. Conon, at Truro, in Cornwall, who was a schoolmaster of considerable repute. Sir Edward's grandfather commanded the Royal Anne, in Queen Anne's wars, and his father was captain of a packet, at Dover, until his death; when the family, consisting of four sons and two daughters, removed to Penzance. Sir Edward's earliest patron was Captain Stott, of his Majesty's ship Juno, under whom he made his first voyage, which was to the Falkland Islands, in 1770; he then went to the Mediterranean, and afterwards sailed with Captain Pownall, to America; and was employed on the Lakes in the Carleton, when he considerably distinguished himself. He served as acting lieutenant under Captain, now Admiral Dacres; was in the convention of Saratoga; and coming home by Quebec brought the first intelligence of it to England, but had no official despatches; on which he was confirmed lieutenant. His first appointment afterwards was to the Licorne, Captain Bellew, and after that he served as lieutenant under Captain Pownall, in the Apollo; from which ship he was made commander, after an action off Ostend with a French letter of marque, a frigate, in which Captain Pownall was killed. The Apollo belonged to a squadron of frigates under the late Captain G. Murray, uncle to the Duke of Athol.—The following account is given of that gallant action, by Beatson,* in his naval and military memoirs:—

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* Vol. v. page 134.

The Apollo, being on a cruise in the North Sea, with some other frigates, at half-past seven in the morning of the 15th of June, gave chase to a cutter in the south-west quarter, in obedience to a signal from the Cleopatra, Captain Murray, the senior officer. Captain Pownall continued in chase of the cutter until half-past ten, when being nearly within gun-shot of her, a large sail was perceived, to all appearance a cruiser, standing towards the Apollo, whose captain made for her, and having fetched within three miles, she hauled her wind, and crossed his ship, standing to the northward, the steeple of Ostend then in sight. At eleven o'clock she tacked, and stood to the southward. The Apollo did the same, until she brought the chase abaft the weather quarter; and tacked at twelve o'clock. At half-past twelve, the Apollo passed her close to leeward, received and returned her fire, tacked immediately, in a few minutes got close alongside, and engaged her with all sail set, she standing in for Ostend, and continuing a running fight. When the action had lasted upwards of an hour, Captain Pownall was unfortunately killed by a ball which went through his body. The command devolved on Lieutenant Edward Pellew, who, following his brave captain's example, maintained a well-directed fire for more than an hour longer, when finding his ship in only three fathoms and a half water, and but between two or three miles from the shore, a little to the westward of Ostend, he judged it prudent, with the advice of the officers of the ship, to wear, and bring her to, with her head to the northward. He intended to renew the action, as soon as the sails could be taken in, which, from the situation of the ship in chase, and action, were all set, much torn, and only one brace left. In a few minutes after this, the enemy's foremast and main-top-mast fell by the board, with the main-top and main-yard; and the ship was to all appearance aground, as she heeled very much, did not bring up to the wind, and was in a very shattered condition. Ostend at this time bore S.S.E. distant from the shore about two miles. While the officers were perusing the strict orders they had against violating the coasts of neutral powers, the enemy's ship fired a gun to leeward, seemingly with a design to claim protection. This was answered by two or three guns from the garrison. On this, Mr. Pellew desisted from his intention of renewing the action and drew off: the Apollo's masts being much wounded in several places, her rigging greatly damaged, and three feet water in her hold, occasioned by several shot which she had received between wind and water. The officers and crew of the Apollo behaved with the greatest bravery and good conduct. Besides the gallant

Captain Pownall, who was universally lamented, four seamen and one marine were killed in the action, and sixteen seamen and four marines were wounded. Mr. Pellew was, soon after this, made a master and commander. The enemy's ship was the Stanislaus,* a merchant frigate, of thirty-two guns, but had only twenty-six twelve-pounders mounted.

Having thus brought Sir Edward to the rank of commander, I will now make some further additions, and point out some errors in your account.

The misunderstanding, to which you allude, with Captain Stott, arose between that officer, and Messrs. Pellew and Cole, the late Captain Francis Cole. The service rendered by Lord Hugh Seymour (page 442) was his enabling those midshipmen to return by land to England from Marseilles, where they had been cruelly dismissed from the ship by their captain.

Sir Edward never commanded the Resolution cutter; his brother Israel did, but it was during the peace.

Captain E. Pellew's first appointment was to the Hazard sloop, of 8 guns, in the North Sea; and he was made post on the 31st of May, into the Suffolk. I think you are wrong about his commanding the Dictator, at the Nore, in January, 1783, but I am not certain: and, if my memory does not fail me, he commanded a frigate before this on the Newfoundland station, which I think was the Lowestoffe. I know, that he twice saved the life of a seaman, when he served in the Lowestoffe and Salisbury, by jumping overboard whilst the ship was at sea; and that in one of these instances he was not recovered from a severe illness.

At the peace of 1783, he was employed on a farm at Treverry, the place that is mentioned in his patent of baronetage.

The brave crew of his frigate, la Nymphe, mentioned in his official letter (page 444) as "a young ship's company;" consisted chiefly of fishermen from Mount's Bay, where his character was well known and regarded.

What you term, and Captain Schomberg, in the Naval Chronology did the same, the Dutton transport, was the Dutton East Indiaman. Captain Pellew was assisted in his humane exertions by Mr. T. B. Edsell, the admiral's signal midshipman, who volunteered his service, and was afterwards appointed to the Cockchafer lugger, belonging to the admiral.—A very beautiful engraving of this tremendous scene, from the pencil of Pocock, was published at the time, and the following account will illustrate it:—

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* By assistance from the shore, the Stanislaus was got off and carried into Ostend, where she was soon after brought to a sale, bought by the British government, and added to the royal navy by the name of the Proselyte; and she did excellent service, and was esteemed a remarkably quick sailing vessel.

Amongst the several transports employed to carry troops, were some East India ships (the distressful account of the loss of many of which has appeared), of which the Dutton, Captain Sampson, was one; who was driven by stress of weather into Plymouth. The gales of wind continuing with increased fury, it was deemed advisable, for greater safety, to make for Catwater, but the buoy placed as a mark upon the reef off Mount Battin, having been sunk or broken adrift by the late storms, of which the Plymouth pilots had not been yet aware; the ship touched on the tail of the reef, and lost her rudder. Thus disabled and ungovernable, she fell off, and grounded under the citadel, near the Barbican, the sea continually breaking completely over her, which occasioned her to roll so prodigiously, that at one jerk all her masts went by the board, and fell towards the shore, the ship heeling off with her side towards the sea.

As many as were active and able got safe on shore, with the captain and officers; but there still remained a considerable number of seamen, soldiers, and their wives on board. Captain Pellew observing that the gale rather increased than abated, and knowing that a single rope from the ship to the shore was all the communication they could have with it, and that the flood tide would make a complete wreck of the ship; earnestly entreated some of the numerous spectators to accompany him, by means of this single rope, on board, that he might rescue its crew from the inevitable fate that impended. The shore was crowded with people of all descriptions, amongst whom were pilots, boatmen, and other sea-faring men, to whom Captain Pellew offered any money, if a single individual would follow his directions. The scene was tremendous, the gale every moment increased, and one and all were appalled. When at length, Mr. Edsell came forward and nobly volunteered his services; they were accordingly fastened to the single rope, and were hauled on board. As they had not dared to make it completely fast on shore, lest the rolling and jerking of the ship should break it, it may easily be conceived, that by the rising and falling of the rope, these brave adventurers were at times high above, and at others under the water. Being got on board, they sent a hawser to the shore, to which travellers and hawling lines were affixed, and by this means the whole of the crew were saved. Sir Edward and Mr. Edsell were the last who left the ship.—It was reported at the time, and I believe correctly, that a sailor, struck with the gallantry of his deliverers, exclaimed—"*They are damned good fellows, and I'll not stir till I see them safe on shore!*"

Sir Edward was member of parliament for Barnstaple, and has sometimes spoken in the House, particularly on Lord St. Vincent's naval administration. He married Miss Louisa Frowde, of Knowle, in Wiltshire, about 1783. I believe no portrait has ever been taken of him, since he was seven years old. His mother was Miss Constantia Langford, still living, the daughter of Edward Langford, Esq. of Penzance.

Thus, Mr. Editor, I have endeavoured to set you right in your bearings; which I think is the duty of every one, who has been amused and instructed by your Chronicle. Though I can assure you, that if Admiral Pellew knew that I, or any other, had sent you this information, he would perhaps bring me for it to the gangway: in which case I have no doubt, you would be good enough to leave your moorings in Shoe-lane, and supply my place. Yours, Mr. Editor,

BONNY—PHEASANT.

PHILOSOPHICAL PAPERS.

Extracts from a Book entitled, "Naval Speculations and Maritime Politics; being a modest and brief Discourse on the Royal Navy of England, and of its Economy and Government." By HENRY MAYDMAN. 1691.

[Continued from Vol. XVIII. page 401.]

I DO herein but mark out the rough lines of the projection, which must be amply polished by the act of parliament, and by the Admiralty, to methodize it: it would be too tedious for me here; beside, it would be a presumption in me to light a candle to the sun.

I will only hint a few things necessary thereto, viz. if such orders were, that no merchant ship shall go to sea, but shall receive of the said commissioner, to every six or ten persons the ship shall carry, one of these boys; they to bring their certificate for their clearing, as from the Custom-house, so from the commissioner of this affair; and at their return, to give the said commissioner an account of what is become of the boys, and return them, and pay, or account with the commissioner for the time they had served with them, at the rate of so many shillings per month, as they are years old; and if the commissioner and master agree, then he to take him for the king's term; or else the commissioner, upon the receipt of his wages, out of which he is to allow for clothes in the voyage, not exceeding five shillings per month, to order him elsewhere; clothing him with the remainder, and dispose of him without further charge to the king, if possible: so that after the time he is so put abroad, whatsoever money he clears at his return, he must have an account, debtor and creditor, kept for him; so that he must either clear so much, as the king hath been at charges with him, at five pence *per diem*, which account he must clear, before he receives a certificate from the said commissioner that he is manumised, or cleared the service: and in the mean time, if he serves any other master, and produces not the said certificate of his manumission, the said master is chargeable with the said wages, all, except so much as he hath received in clothes, which must not exceed five shillings per month; and what he shall have gained beyond his charges, should also be justly paid him at his manumission. Moreover, all the king's officers that shall take them for the whole term, should pay for one boy ten pounds, and receive them at sixteen years old; which money should be stopped out of his pay; for every one that wants servants, hath not ten pounds to lay down, which servants shall be paid wages by the king, to his master, for every year they shall serve of the indenture, so many shillings per month, as they are years old; which servants will be better to the officers than such as they can get themselves; for they never need fear the running away of them: if they run, they are to be found easily, by their marks, that they cannot deceive any one that entertains them; the said officers having the same right to gain them again with their wages, for their absent time, as the king hath for such as he puts abroad to merchantmen: the same privileges to all carpenters, caulkers, rope-makers, &c. that shall take any of them: so that every one will covet to take the king's servants, for the certainty of them; and they will consequently prove better servants, knowing they cannot shift their services: and also there should be a respect had to them in the service, during their indentures, by the commissioners, to see them not wronged by their masters: and also at the end of their indentures, or before, according to their deserts, they should be preferred.

Now every parish that hath not one boy to send to the king, should be joined to the next and adjacent parish, for the relief of the poor, who sends above two boys yearly, as aforesaid; this to be done by the justices of the peace, in their respective divisions, and every overseer and church-warden of every parish shall at every petty sessions, at one set time in the year, produce to the said justices a receipt from the sheriff, of the boys delivered the year past, with the names and ages of the said boys; and also, the said sheriff shall, at the passing his accounts for his year, deliver into the Exchequer a true roll, or list, on parchment, of the boys sent that year, containing the age, name, and place of abode of the said boys, and when and whither sent, with the commissioner's receipt for them, which should be transmitted, by a post letter of advice, to the commissioner; when he sends, it should be answered by the commissioner, whether received or not.

In the said roll, given into the Exchequer, their names should be set alphabetically, for easy finding them; which should be there filled up, and kept safe, to be examined by any one that shall inquire after any boy, viz. their parents, relations, friends, &c. who may have liberty to redeem them out of the service, paying so much for every year the king has been at charges with them, by methods ordered; for some may have estates fallen to them or their parents: and also, once every year, the commissioner at the general hospital shall, by his clerk, transmit into the Exchequer a fair ledger book of all the boys entered and sent out that year, from whence received, and to whom bound out; that a good account may be had thereof, when desired: also the justice of the peace, at the binding the boys to the king, should take care that he binds none that are not sound in body; and for his guidance therein, should receive a presentment, signed by the minister, church-wardens, and overseers of the poor of that parish, containing the age, name, and place of abode, and soundness of body and limbs of the said boy, and that they desire to be received into the king's service, according to the said act; and if it may be, let the parent, if alive, or nearest of kin, sign it also. I say, I do only hint the matter, and will hereto add, that the benefits hereby would be in a greater degree than I can set forth, and be of little purpose to endeavour; it would only serve to lengthen my discourse, and yet come short of every intelligent man's reasons, which they may collect out of their more large speculations. Wherefrom I only affirm, that within ten, nay seven years, would be added to our naval strength many thousands of good and able mariners, and artificers, and would be an ever-living seminary thereof; and for their constant employment, both in war and peace, I shall (God willing) shew in the sequel.

Thirdly, The Encouragement of Fishery.

By the fishery, I understand, this nation had their first introduction to their maritime growth, and, together with their large drapery or wollen manufactures, not omitting their acquisitions by trade in the West Indies, and also the East; all which, and especially the former, and the latter, are now suffering under a very great declension. As for the latter, I can say little as yet; but the former I will say it is still in our power to regain by the means following.

1. That a great reason of our decay of fishery, is our laying aside the observation of Lent, upon the account of a religious observation; the which, I fancy to be a general mistake; for the institution thereof was never, in England, upon any other than a politic account; although the church, according to the primitive examples, hath advised all in her community to keep some certain days in the week of abstinence, from the more liberal feeding, for the easier subduing of carnal concupiscence, and casting up their errors of the week, and chiefly on Friday, the day of our Saviour's suffering; so once in the year, for the whole year's account, and according unto primitive institution, and in imitation or example of our Saviour's forty days' abstinence in the wilderness, setting it at the time of the year in preparation to the celebrating the commemoration of that great work of our Saviour's, *the redemption of mankind*, at the Passover, or Paschal feast of the Jews; so with us, the feast of Easter, at which time she advises all her disciples to receive the holy communion, in a more particular, and universal communion, and conjunction; and invites, at that time especially, the catechumen, or younger christians, to enter into the said communion: yet notwithstanding, I say, I do not find by the constitutions of the English church that she denounces any judgments or excommunications for the non-observance of the said Lent, or days of abstinence; but by way of request, and advice thereto, for their better preparation for the receiving that most holy sacrament; but he which thinks it no means towards it, may not observe it, but may be under a mistake; and he which thinks it may be a means, may observe it, and may be in the right: yet to learn of the apostle, *Him that eateth not, not to despise him that eateth; and him that abstaineth not, not to despise him*

that abstaineth: but, I hope, no religious man will deny, but that days of abstinence, and general public fasts, are useful preparations to holy duties; yet so I take it, that it is the civil policy of the nation that enjoined the keeping of Lent, upon the account of encouraging the trade of fishery, to advance the naval strength, in the increasing of maritime people for the taking it, and the supporting of navigation, and promoting of foreign trade, by the transporting it abroad into other countries where it is acceptable, and for the increase of cattle, fowl, &c.

Now the common objections are these two:—

First, that it is the relicks of popery and superstition. It is answered already, that the church makes no necessity for the religious observation thereof.

The second is, That our plenty of flesh requires no preservation. &c.

I answer, that the season of the year is such, that there is not so great plenty of flesh at that time of the year as at others, which flesh generally is calves and lambs, who, if they were more sparingly slain for those few days, would be afterwards more mature, and better meat, and some more would escape the slaughter, and be for breed; and instead thereof we should feed, in some of the interim, on fish, which would be encouragement and maintenance of fishermen and seamen, who are themselves to be fed all the rest of the year, by their provisions for their other voyages from the land, which would take up far greater quantities of the produce of the nation, viz. malt, beef, mutton, bread, butter, cheese, pease and oatmeal, and all manner of clothing; for one of these at sea spends thrice the value of the aforesaid products, with manufactures of clothing, ship, and tackle, than a countryman or husbandman doth; and, I say, be a far more consumption of the product and manufacture of the nation, than the slaying for those few days will cause. And moreover, be the answering the main [illegible] in hand, viz. the increasing of our maritime strength, and [illegible] navigation, for the more large exportation of our [illegible] manufactures, to our great enriching, and security from our [illegible] and to the every way procuring the strength, [illegible] happiness of the nation: to which, if it were needful, [illegible] a great deal more, to invite the practice thereof, [illegible] groundless exceptions of debasing the price of lands; [illegible] answered, in the foregoing, to all reasonable [illegible] I only add this one, that we should be able to [illegible] abroad with the product of our seas, and grasp a better part of the foreign trade, which, of late years, hath been grasped from us, which may prove to our enlargement, and a stop to their progress; the which is a more justifiable proceeding, before God, than arms; and more suitable to the practice of the servant in the Gospel, *who managed his ten talents, to the gaining of ten more;* which entitled him to the *euge bone*, &c.

Fourthly, As for the merchants' employments, for the advance of seamen, and to avoid the great trouble, charges, and abuses in pressing of men, which hath so little effect, I have said something already in their carrying the king's boys. Now if all merchantmen, who are bound to any foreign parts, should, at their clearing at the Custom-house, leave a list of their ship's company, containing the true names, surnames, and places of their usual residence, ages, &c. of the master, and ship's company, whither bound, and when cleared the Custom-house; and also at their entrance of the ships at the Custom-house upon their returns, a like book, or list of what men she brought home with her, and signed by the master; which books shall be sent by the general Custom-house messenger, every week, unto the Admiralty, where should be an expert clerk, in a particular office, only for that purpose, to receive the same; and out of the said lists, to enter into books, he should keep for that purpose, viz. an alphabet of books, a book for each letter yearly; or perhaps twenty books may contain the twenty-four letters, some letters being not so much used, that a book may contain two or three, all ruled with columns, viz. the master, ship, and company's names, places of usual residence, whence come, whither bound, when entered, inward, and outward, &c. And also, that the vice-admiral of every county do by himself, or sufficient deputy, every year, or as often as the lord high admiral shall direct, visit all the sea-ports, rivers, and creeks of every parish and place where maritime people inhabit; as seamen, fishermen, hoymen, ferrymen, bargemen, &c. within their several counties, and there shall send for, or summon before them, the church-wardens and overseers of the poor, who shall give them account of what such men live within their precincts, their true names, surnames, ages, and abodes; which said accounts shall, by the said vice-admiral, be drawn into a fair list, and sent unto the said office, and there be entered into the said books. Now the vice-admiral might, by his warrant, send to the said parishes, to send in to him, by such a day appointed, at a most convenient place for their ease, the said account; and in case any shall neglect the said duty, or conceal any man that hath used the said practice and place for the space of six months, from between the ages of eighteen and sixty, that are not worth one hundred pounds clear, when debts paid, or in such sort as the lord high admiral shall direct his warrant to the vice-admiral; the nature, and substance of the vice-admiral's to contain the substance of the high admiral's; which returns, or presentments, lest they prove to be false by concealments, and partialities, they should be required upon oath: after which, if the said vice-admiral shall upon his visits find false or partial, he should send to the next quarter sessions his information of that officer's perjury, under hand and seal, to the clerk of the peace, who should file the said information against that church-warden, or overseer of the poor, and proceed against him, in behalf of the king, as for perjury, and punished by the judgment of the bench. If the laws extant are not sufficient to empower the lord high admiral to do these things, as here mentioned, there might be a clause added to his power, as the king and parliament shall think meet, for the better governing of the maritime affairs; by which methods aforesaid being duly observed and kept, it would cost the king for keeping the said office but a small matter, which would soon be saved, in the great expences for pressing of men; beside the great abuses done in the counties, be prevented, if the vice-admiral's be good men. Also, if the said law were, that if any parish shall conceal any one between the said sessions, and summoned, and not bring him forth, that for every man so concealed, and proved by the oath of one man that he was in the parish for the space of twenty-four hours, and not seized by any of the parish, then the vice-admiral's deputy shall take distress upon the said church-wardens, or overseers of the poor, for ten shillings for every such man, and for every time concealed, to be borne by the parish equally, out of the parish rates.

I only add, that if the lord high admiral's warrants to all the high sheriffs of England, that they do send their warrants to the constables of hundreds, wapentakes, &c. and they to the petty constables, or tithing men, that they should make a like presentment, viz. the constable of the hundred should deliver it in every assizes, or goal-delivery; which presentment the petty constables [illegible] be sworn to the truth thereof, before some justice of the peace, before the high constable receiveth it, and then he should draw one presentment for the hundred, to give in at the assizes; [illegible] as from the petty constables, under their oaths, thus [illegible] out of which presentments, the clerk of the assizes shall give the Admiralty the needful account, at the end of every circuit, there to be entered into the office aforesaid: for many men, during war, betake themselves to live with their friends in the inlands, and follow their occupations, and at the end of the wars return to their maritime lives, or wait to make slips into merchantmen; but this being duly executed by vice-admirals, customhouses, and high sheriffs, and transmitted unto such an office as before mentioned, and there well digested into method, and duly kept, it would enable the lord high admiral, at all times, to give the king, his council, and parliament, when required, a true and certain state of the kingdom, as to maritime strength; and also enable him to collect them from all places, in little time, less charges, and less trouble to the people, in their disquiet of the country: so there might be made good estimates of the increase or decrease of our maritime strength, at any time to be gathered out of the ledger books of the said office, and only communicated to the Admiralty; and yet farther, at the king's, or perhaps the lord high admiral's order, proclamation might be made upon the Exchange, or put out in gazettes, requiring all merchants, owners of ships, &c. to signify by their letter to the said office where their ships were, by their last advices, and whither bound, and where expected next, with some estimate of the ship's number of men, burthen, and some value of cargo; that care proportionably might be taken for their protection and preservation; the which may often prevent the sudden seizures of the subjects and wealthy effects of the nation; for it is not possible that merchants, &c. can be privy to the intrigues of states, which ought to have their paths in secret and select councils. As for the methodizing these things, I do not project; but only hint the basis and foundations thereof; that the superstructures might be raised thereon to perfection, by the skilful architects of the wise legislators and state politicians of the nation.

PLATE CCXLIX.

FOR the drawing from which the annexed plate was engraved, we are indebted to our friend G. T.

La Guayra is in the province of Caracas, on the Spanish main; is in the latitude of 10° 37′ north, latitude 66° ¼ west.—It is very strongly fortified.

In the year 1743, Captain Knowles (afterwards Sir Charles[*]), with a squadron under his command, made an unsuccessful attack on it. To this place the mutineers, after so cruelly murdering their captain, carried the Hermione, in 1797, and were recived in a manner that did no credit to the governor. There is no harbour, but the road is well protected by numerous batteries, and there are several strong commanding ports on the land side.

MARINE SCENERY.

EXTRACTS FROM GREGORY'S ECONOMY OF NATURE.

THE marine or sea-bow is a phenomenon sometimes observed in a much agitated sea, when the wind, sweeping part of the tops of the waves, carries them aloft, so that the sun's rays falling upon them, are refracted, and paint the colours of the bow.

Dr. Halley, in the diving bell, observed, that when he was sunk many fathoms deep into the sea, the upper part of his hand, on which the sun shone directly through the water, was red, and the lower part a bluish green. On these phenomena, Mr. Delaval observes, that the sea water abounds with heterogeneous particles, many of which approach so near in density to the water itself, that their reflective power must be very weak, though, as they are not quite of the same density, they still must have some degree of reflective power. Although these, therefore, may be invisible when separately viewed, yet when the forces of a great number of such reflective forces are united, their action on the rays of light becomes perceptible, some rays being reflected by them, while others are transmitted through their intervals, according to the quantity of reflective matter which the rays arrive at in the internal parts of the water.

The opacity of the sea, caused by the numerous reflections from its internal parts, is so considerable, that it is not near so transparent as other water: the reflective particles, therefore, which are dispersed through the mass of sea water, have consequently a greater reflective power than those which are dispersed through the atmosphere. Instead, therefore, of reflecting a delicate blue, such as that of the sky, the sea water, by acting upon a greater portion of the more refrangible rays, exhibits a green colour, which we know to be a middle colour, produced by the mixture of blue rays with some of the less refrangible, as the yellow or orange.

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[*] For the memoir of the late Sir Charles, see our first volume of the Naval Chronicle—his portrait was given in the ninth volume.

With respect to the phenomena remarked by Dr. Halley, it is easy to conceive that the light, when stripped of all the more refrangible rays, should produce a rose colour, such as that he observed on the upper part of his hand; on the contrary, that which illuminated the lower part of his hand, consisted partly of rays reflected from the ground, and partly of those which were reflected from the internal parts of the sea water, which are chiefly blue and violet; and the mixture of these produced the greenish tinge which the doctor remarked, and which common experience shews is the predominant colour of the ocean.

Water-spouts are among the phenomena which some philosophers have attempted to explain on electrical principles. A water-spout is a most formidable phenomenon, and is indeed capable of causing great ravages. It commonly begins by a cloud which appears very small, and which mariners call the squall, which augments in a little time into an enormous cloud, of a cylindrical form, or that of a reversed cone, and produces a noise like an agitated sea, sometimes emitting thunder and lightning, and also large quantities of rain or hail, sufficient to inundate large vessels, overset trees and houses, and every thing which opposes its violent impetuosity.

These water-spouts are more frequent at sea than by land, and sailors are so convinced of their dangerous consequences, that when they perceive their approach, they frequently endeavour to break them, by firing a cannon before they advance too near the ship. They have also been known to have committed great devastations by land: though, where there is no water near, they generally assume the harmless form of a whirlwind.

These phenomena are accounted for, upon electrical principles. It is observed that the effluent matter proceeds from a body actually electrified towards one which is not so; and the affluent matter proceeds from a body not electrified towards one which is actually so. These two currents occasion two motions analagous to the electrical attraction and repulsion. If the current of the affluent matter is more powerful than the affluent matter, which in this case is composed of particles exhaled from the earth, the particles of vapours which compose the cloud are attracted by this affluent matter, and form the cylindrical column, called the *descending water-spout*; if, on the contrary, the affluent matter is the strongest, it attracts a sufficient quantity of aqueous particles to form gradually into a cloud, and this is commonly termed the *ascending water-spout*.

The above-mentioned phenomena have, however, been accounted for upon the principles of hydrostatics; and by some it has been imagined that there are two kinds of water-spouts, the one the effect of electrical attraction, and the other caused by a vacuum, or extreme and sudden rarefaction of the air. The whirlwinds which have been observed in this country are generally supposed to be of the latter kind; at least whatever was the original cause, the circumagitation or spiral motion of the air must have continued long after every electrical power had ceased to act.

It is well known, that even a common fire produces a kind of circulation of the air in a room, but in a different form. It is therefore not difficult to conceive, that when any part of the column of air upon the surface of the earth or water is rarefied, either by electricity or any other cause, a vacuum, at least comparatively to the rest of the air, will immediately take place, and the circumambient air rushing in at once from every quarter to fill the void, a conflict of winds ensues, and consequently a circular motion, by which light bodies will be taken up and turned round with considerable velocity; this violent rushing of the air on all sides into the vacuum then forms what is commonly called at land a whirlwind.

When this vacuum takes place at sea, from the nature of fluids, the water will rise to a certain height by the pressure of the atmosphere, as in a common pump; but as the vacuum is not quite perfect, the water will be divided into drops, and as these vacuums are generally caused by heat, it will be rarefied when it reaches the upper regions of the atmosphere, and assume the appearance of a cloud.

Water-spouts appear at a distance like an inverted cone, or the point of a sword, which is owing to the water rising in large drops at the base, and being expanded as it ascends; and a cloud is generally suspended over the body of the phenomenon. The water which is taken up is undoubtedly salt at the first, but, by the rarefaction in the superior regions, it undergoes a kind of natural distillation, and loses all the heavy saline particles with which it was charged. Water-spouts have been observed at land, and accounts have been given of red and yellow rain, of frogs and tadpoles and even small fishes having been rained upon the tops of houses. The red and yellow rain was composed of the blossoms of vegetables, or of insects, taken up by one of these aerial tubes; and the frogs and fishes were probably part of the contents of some ponds, in which the water-spout originated, or over which it might have passed in its perambulation.

The point or cone of the water-spout is generally oblique, depending on the force and direction of the wind which drives it along.

Dr. Perkins is disposed to adopt a different theory. Captain Melling informed him, that in a voyage from the West India islands to Boston, a water-spout came across the stern of the vessel where he then was, a flood of water fell upon him with such violence as almost to beat him down, and the spout immediately passed off with a roaring noise into the sea. The water from the spout, he remarked, was perfectly fresh. Dr. Perkins adds several other instances on the testimony of mariners, who all affirmed that they saw the water *descend* from the cloud through the water-spout into the sea, contrary to the general opinion, that it always ascends.

To determine the matter, it is to be wished, that future observers would be careful to remark, 1st, the incipient state of a water-spout, and in particular whether any cloud is seen hovering over the part in which it commences; and 2dly, whether the conical part seems gradually to descend from the body of the cloud.

* * *

BALL OF FIRE.

On board the Montague, under the command of Admiral Chambers, in lat. 42° 48′ long. 9° 3′, on the 4th of November, 1749, about ten minutes before twelve, as Mr. Chalmers was taking an observation, one of the quarter-masters desired he would look to the windward. On directing his eye that way, he observed a large ball of blue fire, about three miles distance from them; they immediately lowered the top-sails, but it came so fast upon them, that before they could raise the main tack, they observed the ball rise almost perpendicularly, and not above forty or fifty yards from the main chains, when it went off with an explosion as great as if hundreds of cannon had been discharged at the same time, leaving behind it a strong sulphureous smell. By this explosion the main-top-mast was shattered in pieces, and the main-mast sent quite down to the keel. Five men were knocked down, and one of them was greatly bruised, and some other damage, of less importance, was done to the ship. Just before the explosion, the ball seemed to be of the size of a large millstone.

CORRECT RELATION OF SHIPWRECKS.

No. XXII.

> Again the dismal prospect opens round,
> The wreck, the shore, the dying, and the drown'd.
>
> FALCONER.

OFFICIAL ACCOUNT OF THE LOSS OF THE BOREAS.

SIR, *Inconstant, in Guernsey Road, Nov. 29.*

IT is with the deepest regret I have to acquaint you, for the information of the Lords Commissioners of the Admiralty, that his Majesty's ship Boreas, in standing towards this island yesterday evening, about six o'clock, run upon the Hannois rocks, the wind at the time blowing very hard at N. E.

I received information of this unfortunate event about two o'clock this morning, and immediately sent orders to the Brilliant and Jamaica (which had arrived from Spithead the preceding day, with the Rebuff gun brig), the Britannia cutter, and one of the government scouts, to proceed off the Hannois, and afford her every assistance: their lordships will be very much concerned to be informed, that on the tide's flowing the ship overset, and became a complete wreck, at about two o'clock; and I am truly grieved to be obliged to add, that Captain Scott, with the officers and men, except those mentioned in the enclosed list, were lost with the ship: Lieutenant Bewick (second lieutenant), with Lieutenant Wilson, of the royal marines, and six men, were sent off in the gig, and landed in the western part of the island; and about thirty others in the launch and large cutter, were also landed, and the boats returned to the ship, but have not been heard of, and there is every reason to fear were lost on nearing her.

Through the great exertions of Lieutenant-Colonel Sir Thomas Saumarez, in collecting the pilots and boatmen in the vicinity of Rocquaine, about thirty seamen and marines were taken off the rock of the Hannois at day-light, which, I fear, are the whole that have been saved.

The greatest praise appears to be due to Captain Scott, and all his officers and men, for their steadiness and good conduct, under such perilous circumstances, in a dark and tempestuous night, in the midst of the most dangerous rocks that can be conceived; and I have most sincerely to lament the loss of so many brave officers and men who have perished on this most melancholy occasion.

Captain Scott has been long upon this station, and has always shewn the greatest zeal and attachment for his majesty's service, and in him particularly his country meets a great loss, being a most valuable and deserving officer.

I am, sir,
Your most obedient humble servant,
JAMES SAUMAREZ."

To the Hon. W. W. Pole, Secretary to the Admiralty.

List of Officers and Men, and Royal Marines, saved from the Wreck of the Boreas Frigate, George Scott, Esq. Captain :—

OFFICERS.

Lieutenant Bewick
Mr. Samuel Heming, midshipman
Mr. William Simpson, boatswain
T. Hoare, gunner
Michael Macann, cook.

SEAMEN.

John Meacham
John Harrison
Robert Erwin
William Tomkins
James Hewill
John Hudson
Samuel Stokes
John Hutchinson
Thomas Jones
John Richardson
Richard Trounce
Joseph Harraben
James Bell
John Wells
Thomas White
John Bulger
Robert Emerson
Charles Mark
James Thompson
William Shane
Richard Dule
Gilbert Gearson
John Cockin
John Doyle.
Thomas Biggin
Barnard Ross
John Duley
James Bates
Francis Williams
Geo. Black
Robert Mitchell
Benjamin Kendall
John Bevis
Robert Richardson
William Lambert
John Winship
George Murray
John Bradley
John Berto
George Rickner
John Mason
Edward Martin
Edward Ukes
William Thornhill
Charles Dunn
Robert Elliott
John Gilkes
Joseph Unkins
Benjamin Baker
William Troude
Joseph Bell
John Williams, captain's cockswain
John Grey, captain's steward.

BOYS.

Charles Ramsay
William Parsons
Joseph Minnes
Edward Luttrell
Francis Coquett
George Turnbull
Freeman Henry.

SUPERNUMERARY.

Michael Hurley.

ROYAL MARINES.

Lieutenant Wilson
John Finem, corporal
E. Edmonds, private
John Scrattan
Paul Belaur
Thomas Minden
John Parsons
John Maclane
George Lisle
John Dulney
James Bailey

LOSS OF THE ANSON.

THE following account of the loss of his majesty's frigate Anson, Captain Lydiard, is extracted from a letter, written by her second lieutenant (Gill), and dated Truro, January 9 :—

" On the 27th of December, in the evening, we saw the Isle of

Bas. We stood off during the night about W. N. W. blowing very hard. The next morning we bore up for Falmouth, at about six o'clock. By our reckoning at noon, the Lizard we imagined N. by W. eight or ten miles. At one we saw the land, which I think must have been Cudden Point. We wore immediately, and steered S. E. by E. About three the captain thought proper to wear, and stand in to make the land again. We did not stand in more than ten minutes, then wore once more, and stood out about S. S. E. or S. by E. At four we saw land close aboard, and nearly right a-head, which we perceived to be the Lizard. We immediately wore and hauled to the wind on the larboard tack; stood on for about half an hour, then furled every thing, and let go the best bower. She took the cable entirely to the clench, but rode by it till four the next morning—it then parted. We let go the small bower, which brought her up to the clench also. By this cable we rode till seven, or half past, when it was resolved to run her on shore."

The following more detailed account is from another source:—

"His majesty's ship Anson, of 40 guns, Captain Lydiard, after completing her stores of all kinds for a four months' cruise, sailed from Falmouth on the 24th of December, to resume her station off Brest. It coming on to blow from the W. S. W. she was never able to get so far to the westward; however, Captain Lydiard persevered in his endeavours until the 28th. On the morning of that day she made the Isle de Bas, on the French coast, when the gale increasing, with every appearance of bad weather, Captain Lydiard determined to return to port, and accordingly shaped a course for the Lizard, the weather coming on very hazy, with an increasing gale. About three P. M. the land was seen about five miles west of the Lizard, but at the time not exactly known, as many opinions were expressed as to what land it was that was in sight, the ship was wore to stand off at sea, but had not long been on that tack before the land was again descried right a-head; it was now quite certain that the ship was embayed, and every exertion was made to work her off the shore, but finding she lost ground every tack, she was brought to an anchor in twenty-five fathoms, at five P. M. with the best bower anchor veered away to two cables length; by this anchor the ship rode in a most tremendous sea, and as heavy a gale as was ever experienced, until four A. M. of the 29th, when the cable parted. The small bower anchor was then let go, and veered away to two cables length, which held her until eight A. M. when that also parted; and, as the last resource, in order to preserve the lives of as many as possible, the fore-top-sail was set, and the ship run on shore on the sand, which forms the bar between the Loe Pool (about three miles from Helstone) and the sea. The tide had ebbed about an hour when she struck: on taking the ground she broached-to with her broadside to the beach, and most happily heeled in to the shore (had she, on the contrary, heeled off, not a soul could have escaped alive). Now commenced a most heart-rending scene to some hundreds of spectators, who had been in anxious suspense, and who exerted themselves to the utmost, at the imminent risk of their lives, to save those of their drowning fellow men; many of those who were most forward in quitting the ship lost their lives, being swept away by the tremendous sea, which entirely went over the wreck. The main mast formed a floating raft from the ship to the shore; and the greater part of those who escaped, passed by this medium. One of the men saved, reports, that Capt. Lydiard was near him on the main mast; but he seemed to have lost the use of his faculties with the horror of the scene, and soon disappeared. At a time when no one appeared on the ship's side, and it was supposed the work of death had ceased, a methodist preacher, venturing his life through the surf, got on board over the wreck of the main mast, to see if any more remained; some honest hearts followed him. They found several persons still below, who could not get up; among whom were two women and two children. The worthy preacher and his party saved the two women, and some of the men, but the children were lost. About two P. M. the ship went to pieces; when a few more men emerged from the wreck. One of these was saved. By three o'clock no appearance of the vessel remained. The men who survived were conveyed to Helston, about two miles distant, where they were taken care of by the magistrates, and afterwards sent to Falmouth, in charge of the regulating captain at that port. Of the missing, we understand many are deserters, who scampered off as soon as they reached the shore. Among the officers saved, are Captain Sullivan, a passenger; Messrs. Hill and Brailey, midshipmen; Mr. Ross, assistant surgeon; and some others."

* * *

LOSS OF THE AMICUS.

THE subjoined interesting account of the loss of the Amicus is copied from a provincial paper:—

"At four o'clock on Tuesday morning the 8th of December, it blowing a tremendous gale of wind, with a heavy snow, the ship Amicus, Captain Simpson, of Hull, from Petersburg, with hemp, flax, tallow, &c. struck on the Holderness coast, half a mile to the S. of the Sister Churches. At twelve o'clock, the captain, who was an excellent swimmer, committed himself to the waves, with a rope, hoping to be able to gain the shore, but was overwhelmed by the breakers, and perished in the attempt.—The mate, and another of the crew, followed his example, and met with a similar fate. The remaining part of the ship's company were seen clinging to the rigging and wreck, by numerous spectators. After several ineffectual attempts, Mr. Giles had recourse to the following:—he procured a leaden half pound weight, and making a hole through it, he fastened it to a long piece of whip-cord, and selected from the spectators the most athletic man, to cast it at the wreck. After many fruitless trials, the man, following a receding wave, succeeded in throwing it across the vessel. The carpenter fastened the cord round his arm, was dragged through the surf to the shore, apparently lifeless, but afterwards recovered: the cord was again cast, and a boy was rescued from the vessel in the same manner. After this, a person named John Greensides, notwithstanding the heavy surf, rushed through it to the vessel, and though he was hidden repeatedly from the view of the spectators by tremendous waves, and could not swim, succeeded in gaining the wreck, and brought to land another boy; in his passage to the shore he was twice thrown down by the violence of the back water. He again returned to the wreck, and at the hazard of his own, saved the life of another seaman. At six o'clock, four persons ventured through the waves to the ship, and brought away two others, who died shortly after their gaining the shore. The bodies of the [illegible] have been washed ashore."

* * *

LOSS OF THE AMERICAN SHIP GOLDEN RULE.

THE following account of the loss of this ship, and of the [illegible] of her crew, has been received from one of the passengers.—

"The ship Golden Rule, Captain Austin, sailed from Wilcasset, with a cargo of timber, Sept. 8. On the 29th of the same month she experienced a severe gale from the S. E. and at eight o'clock, A. M. we discovered she had sprung a leak, and had four feet water in her hold; at nine it had increased to eight feet, notwithstanding we had two pumps going, and were throwing her deck load overboard, which we were enabled to do very slowly, from the sea driving the planks about the deck, and wounding the crew. About ten o'clock the water had increased to twelve feet, and the gale had evidently increased; the crew and all on board were quite exhausted, and, going into the cabin, we found she was welling fast. The main and mizen masts were now cut away, to prevent her upsetting, and she was quite clear of her deck load. At eleven o'clock she was full up to her main deck, and all her bulk heads were knocked away. It now occurred to us to endeavour to save some bread, and Mr. Boyd, the first mate, with great resolution, went into the cabin, and gave out some bread and two bottles of rum; but so rapidly did she fill, from the timber of her cargo shifting, that he was forced to break through the sky-light to save himself. Our small stock of provisions was now put into the binnacle, as a secure place. It had been there but a few minutes, when a tremendous sea struck us, and carried away the binnacle. We had now little hope left—the wheel was broke, and we proceeded to secure ourselves as well as we could, some in the foretop, and the rest were lashing themselves to the taffrail; before we could accomplish the latter plan, another sea, if possible more heavy than the former, hurried us all from our places, and washed two of our poor men overboard; they were seen swimming for the ship a short time, when a wave buried them from our sight. We now endeavoured to keep the ship before the wind, which we were enabled partially to do through the night. The next day another of our men died from cold and hunger. The ship's deck was now blown up, and her side stove in, and we had all given ourselves up when, on Thursday at noon, we were roused by the cry of—"A sail!" and we had the satisfaction to see her bear down for us; about three o'clock she came alongside; she was the brig George, of Portland, and Captain Wildridge sent his long boat, and took us from the wreck."

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more. FALCONER.

CLARA,

THE MANIAC.

COLD was the gale; night's pensive queen withdrew,
And round her throne a sable mantle threw;
When hapless CLARA wander'd o'er the plain,
Chill'd by the wind, and wet with drizzling rain:
Her garments torn, her tresses all unbound,
Her tender feet deform'd with many a wound:
Swift to the well-known beach she sped her way—
What are thy thoughts? O child of sorrow! say,
Why heaves that bosom with the rending sigh?
Why holds despair her empire in that eye?
Ah! have her icy fangs benumb'd thy soul,
And startled reason own'd the dire controul?
'Tis so: convulsive throbs the anguish'd breast,
The dove of peace has flown its fav'rite nest;
Where erst, with love and innocence serene,
That o'er the mind's horizon lucid beam
The cherish'd guest a magic charm diffus'd,
And hope o'er fancy's vision'd rainbow mus'd,
Transient as sweet:—Behold! th' illusion bright,
At fate's stern frown fades in Cimmerian night.
But, hush! what sadly murm'ring 'plaints are these,
That woo a passport from the sighing breeze;
While cavern'd echoes round the rocky shore,
Whisp'ring, repeat the plaintive accents o'er,
And shell-crown'd naiads, list'ning to the strain,
Forget their sparry grots, and sport beneath the main.
"Ah, see! how wild the dashing billows rise,
And, mad with insolence, provoke the skies:
That vessel—hanging on the dizzy height—
Now—horror! vanish'd from my aching sight!
Heard you those moans? Was it my soul's ador'd?
What! sinking 'midst the wreck, my fond heart's lord?
Thy Clara's here!—Why, thou infuriate wave—
My Henry yet thy giant crush shall brave,

The savage demons of the storm defy,
Though thunders roll, and light'nings glare on high.
Oh, hasten, hasten from the tempest roar,
These arms shall shield thee, never leave them more:
Again to country, friends, and love return,
For, ah! thy loss has forc'd me long to mourn.
Nay, hold my heart—why shudder at the blast?
Dost thou not know thy dreams of bliss are past?
Hollow it sobb'd out Henry's fun'ral knell,
His dying groan—it broke the fairy spell!
I feel the vital stream forget to flow,
It freezes round th' abode of cheerless woe:
Like a benighted wanderer I stray,
Who, drooping, pants for light's first orient ray;
But if, perchance, enraptur'd he descry
A trembling flash—fancies some friend is nigh;
Flies to o'ertake th' eluding treach'rous guide,
Whose flitting gleams the vain pursuit deride;
At last, he sinks—exhausted nature fails,
It disappears—and tenfold gloom prevails.
But, look! surrounded by the seraph-choir,
My Henry's smiles sublimer hopes inspire;
His angel-form, soft floating on the air,
Pointing to heaven, beckons CLARA there.
Yes, my belov'd, the life-arresting dart
Will soon to me each rapt'rous joy impart.
Not there will grief's slow venom'd blight devour
The tender bud of sweet affection's flow'r:
Its balmy odour breathes celestial birth,
Its pure leaves close, and with'ring shrink from earth:
Snatch'd from the dreary precincts of the tomb,
Its charms restor'd, with fresher tints shall bloom;
Expanding flourish in its native clime,
Above the storms of passion—wrecks of time."

Sunbury. ANNA.

* * *

EXTRACTS

FROM CHARLOTTE SMITH'S POEM OF

BEACHY HEAD.

ON thy stupendous summit, rock sublime!
That, o'er the channel rear'd, half way at sea
The mariner at early morning hails,
I would recline; while fancy should go forth,

And represent the strange and awful hour
Of vast concussion; when th' Omnipotent
Stretch'd forth his arm, and rent the solid hills,
Bidding th' impet'ous main-flood rush between
The rifted shores, and from the continent
Eternally divided this green isle.
Imperial lord of the high southern coast!
From thy projecting head-land I would mark
Far in the east the shades of night disperse,
Melting and thinn'd, as from the dark blue wave
Emerging, brilliant rays of arrowy light
Dart from th' horizon; when the glorious sun
Just lifts above it his resplendant orb,
Advances now, with feathery silver touch'd
The rippling tide of flood, glisten the sands;
While, inmates of the chalky clefts that scar
Thy sides precipitous, with shrill harsh cry,
Their white wings glancing in the level beam,
The terns, and gulls, and tarrocks seek their food;
And thy rough hollows echo to the voice
Of the gray choughs, and ever restless daws,
With clamour not unlike the chiding hounds;
While the lone shepherd, and his baying dog,
Drive to thy turfy crest his bleating flock.

The high meridian of the day is past:
The ocean now, reflecting the calm heaven,
Is of cerulean hue; and murmurs low
The tide of ebb, upon the level sands.
The sloop, her angular canvass shifting still,
Catches the light and variable airs
That but a little crisp the summer sea,
Dimpling its tranquil surface.

——————— Afar off,
And just emerging from the arch immense,
Where seem to part the elements, a fleet
Of fishing vessels stretch their lesser sails;
While more remote, and, like a dubious spot,
Just hanging in the horizon, laden deep,
The ship of commerce richly freighted, makes
Her slower progress, on her distant voyage,

Bound to the orient climates, where the sun
Matures the spice within its odorous shell,
And, rivalling the gray worm's filmy toil,
Bursts from its pod the vegetable down;
Which in long turban'd wreaths, from torrid heat
Defends the brows of Asia's countless casts.
There the earth hides, within her glowing breast,
The beamy adamant, and the round pearl
Enchas'd in rugged covering; which the slave,
With perilous and breathless toil, tears off
From the rough sea-rock, deep beneath the waves.
These are the toys of nature, and her sport,
Of little estimate in Reason's eye:
And they who reason, with abhorrence see
Man, for such gaudes and baubles, violate
The sacred freedom of his fellow—
Erroneous estimate! As Heaven's pure air,
Fresh as it blows on this aërial height,
Or sound of seas upon the stony strand,
Or, inland, the gay harmony of birds,
And winds that wander in the leafy woods,
Are to the unadulterate taste more worth
Than the elaborate harmony brought out
From fretted stop, or modulated airs
Of vocal science—so the brightest gems,
Glancing resplendent on the regal crown,
Or trembling in the high-born beauty's ear,
Are poor and paltry, to the lovely light
Of the fair star, that, as the day declines,
Attendant on her queen, the crescent moon,
Bathes her bright tresses to the eastern wave;
For now the sun is verging to the sea,
And as he westward sinks, the floating clouds,
Suspended, move upon the evening gale,
And, gathering round his orb, as if to shade
Th' insufferable brightness, they resign
Their gauzy whiteness, and, more warm'd, assume
All hues of purple. There, transparent gold
Mingles with ruby tints, the sapphire gleams,
And colours, such as nature through her works
Shews only in the ethereal canopy.
Thither aspiring fancy fondly soars,
Wandering sublime through visionary vales,

Where bright pavilions rise, and trophies, fann'd
By airs celestial, and adorn'd with wreaths
Of flow'rs that bloom amid elysian bowers.
Now bright and brighter still the colours glow,
Till half the lustrous orb within the flood
Seems to retire: the flood reflecting still
Its splendour, and in mimic glory drest;
Till the last ray shot upward, fires the clouds
With blazing crimson; then in paler light,
Long lines of tenderer radiance, lingering yield
To partial darkness; and on the opposing side
The early moon distinctly rising, throws
Her pearly brilliance on the trembling tide.
The fishermen, who at set seasons pass
Many a league off at sea their toiling night,
Now hail their comrades, from their daily task
Returning; and make ready for their own,
With the next night commencing:—The night tide
Bears a dark vessel on, whose hull and sails
Mark her a coaster from the north. Her keel
Now ploughs the sand; and sidelong now she leans,
While with loud clamours her athletic crew
Unload her; and resounds the busy hum
Along the wave-worn rocks. Yet more remote,
Where the rough cliff hangs beetling o'er its base,
All breathes repose; the water's rippling sound
Scarce heard; but now and then the sea-snipe's cry
Just tells that something living is abroad;
And sometimes crossing on the moon-bright line,
Glimmers the skiff, faintly discern'd awhile,
Then lost in shadow.

————Contemplation here
High on her throne of rocks aloof may sit,
And bid recording memory unfold
Her scroll voluminous—bid her retrace
The period, when from Neustria's hostile shore
The Norman launch'd his galleys, and the bay
O'er which that mass of ruin* frowns e'en now
In vain and sullen menace, then receiv'd
The new invaders: a proud martial race,
Of Scandinavia the undaunted sons,

---

* Pevensey Castle.

Whom Dogon, Fier-a-bras, and Humfroi led
To conquest: while Trinacria to their power
Yielded her wheaten garland; and when thou,
Parthenope, within thy fertile bay
Receiv'd the victors.

———————In the mail'd ranks
Of Normans landing on the British coast,
Rode Taillefer; and with astounding voice,
Thunder'd the war-song daring Roland sang
First in the fierce contention: vainly brave,
One not inglorious struggle England made—
But failing, saw the Saxon heptarchy
Finish for ever.—Then the holy pile,*
Yet seen upon the field of conquest, rose;
Where to appease heaven's wrath for so much blood,
The conqueror bade unceasing prayers ascend,
And requiems for the slayers and the slain.
But let not modern Gallia form from hence
Presumptuous hopes, that ever thou again,
Queen of the isles! shalt crouch to foreign arms.
The enervate sons of Italy may yield,
And the Iberian, all his trophies torn
And wrapp'd in superstition's monkish weed,
May shelter his abasement, and put on
Degraded fetters. Never, never thou!
Imperial mistress of the obedient sea;
But thou, in thy integrity secure,
Shalt now undaunted meet a world in arms.

* * *

EPITAPH *on Mr.* KIRBY, *Midshipman of his Majesty's ship Leviathan, who died at Port Royal, Jamaica (written by Mr.* M'BRIDE, *school-master of that ship); and engraven on the tomb-stone put over him, on the Pallisadoes,*† *Port Royal, Jamaica.*

STOP, gentle trav'ller, as you wander o'er
This earthquake spar'd, but heav'n-deserted shore;
Here KIRBY, with ten thousand heroes lies,
Whose loyal souls have reach'd ætherial skies;

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* Battle Abbey.

† The Pallisadoes is the common burial place at Port Royal.

Poor friendless servant of the *crown* and *state*,
Whose merits *now* are known, but known *too late*;
Near twice th' apprenticeship the state demands,
He serv'd obedient to all *just commands*;
With HONOUR still perform'd each *manly part*,
But hopeless died beneath a broken heart;
Oh! gentle trav'ller! drop one pious tear,
T' embalm the sacred corpse which moulders here;
And when his *solid virtues* you record,
Lament that merit *seldom meets reward*. M'B.

NAVAL HISTORY OF THE YEAR, 1807—1808.

(*December—January.*)

RETROSPECTIVE AND MISCELLANEOUS.

HIS Majesty's speech, delivered by commission, at the opening of the present session of parliament, will be read with considerable interest and satisfaction: as it states the finances of the country to be in the most flourishing condition, and throws much light upon the present critical aspect of affairs. On the motion for the address, no division took place in either house; but, in the lords, the following protest was entered against the passage respecting the seizure of the Danish fleet:—

"DISSENTIENT,

"Because no proof of hostile intention on the part of Denmark has been alledged, nor any case of necessity made out to justify the attack upon Copenhagen, without which the measure is, in our conception, discreditable to the character and injurious to the interests of this country."

W. FREDERICK. VASSAL HOLLAND.
RAWDON. NORFOLK.
LAUDERDALE. SIDMOUTH.
GREY.

For the above, and various other reasons, Lord Erskine also entered a [illegible] protest.

By Sir Samuel Hood's despatches of the 29th of December, it will be seen that the island of Madeira surrendered to his Majesty's arms, on the 26th of that month; to be holden for the Prince Regent of Portugal, or his heirs and successors, till the free ingress and egress to the ports of Portugal and the Brazils shall be re-established; or till the sovereignty of Portugal shall be emancipated from the controul or influence of France.

Buonaparte has returned to Paris, and is reported to have issued a decree, by which every neutral ship that may in future enter the ports of France, shall be detained till the period of a general peace.

Our relations with America are still in a state of great uncertainty; but the proceedings of the senate, and of the house of representatives, as far as they are known, are rather pacific than hostile. An embargo, however, has been laid upon American shipping in the ports of the United States. It is supposed to be the intention of the American government to confine their ships to their ports until the belligerent powers abandon the restrictions which have been imposed on neutral commerce. Foreign vessels are not to be permitted to trade with the United States, because, it is alleged the naval superiority of this country would, in that case, place the American market entirely in the hands of England, to the exclusion of the other belligerents. The Americans are therefore to abandon all external trade, in order, it is pretended, that no preference may be given either to this country or to France, and it seems to be expected that the embarrassment which will be experienced by the states of Europe, when deprived of neutral ships as a medium of commercial intercourse, will be so great as to produce the removal of the existing restrictions.

Sir Charles Cotton's expedition, having been dispersed in a gale, has been obliged to return to port.

Intelligence has been received, that the Rochefort squadron, consisting of six sail of the line, a frigate, and a brig, sailed on the 17th of January. The same day the Eurydice frigate was chased by them, and near being taken, but fortunately made her escape, and the day following she joined Sir J. T. Duckworth, and gave him the information. He immediately made sail in quest of them in the Royal George, 100 guns, and the Temeraire and Neptune, 98 guns each; Tonnant, 80 guns, Dragon, 74 guns, and two frigates; leaving the Dreadnought off Brest, and despatching a brig for Sir Sidney Smith, and the Ann armed brig for Ireland. The flag ship of the enemy mounts 120 guns. The squadron was supposed to be about fourteen leagues from Admiral Duckworth, in the south-west quarter.

Sir Richard Strachan's squadron was also in pursuit.

A Danish journal, published on the 2d of January contains the following estimate of what it terms the entire loss which Denmark has sustained from the English:—

"The number of ships of war carried away or destroyed is stated at seventy-six, carrying together two thousand two hundred and forty-six guns. The whole fleet consisted of 18 ships of the line, 16 frigates, 10 brigs, 26 gun-boats, 4 praams, and 2 floating batteries, beside other smaller vessels. It is estimated, that a ship of 98 guns costs 250,000 rix-dollars building; one of 84, 212,000; one of 74, 156,000; a frigate of 44 guns 97,000; and a ship of 24 guns, 50,000; and the smaller vessels in the same proportion: according to which calculation, we shall find results a total of 5,222,000 rix-dollars. It is likewise estimated that a ship of war, completely equipped, costs at the rate of nearly 6,000 rix-dollars, Danish currency. It is also observed, that the immense quantity of marine stores and timber necessary for ship-building, collected in the magazines of the Holm, and carried away or destroyed by the English, must be valued at thrice that sum:—and if to these be added the damage occasioned to Copenhagen and the country by the bombardment, fire, pillage, &c. and if we calculate also the loss sustained by the total stagnation of trade, the capture of merchant ships, and the losses suffered by Denmark out of Europe, the whole loss may be fairly estimated at 67,380,000 rix-dollars.

"The ship of the line Dithmarschen, which the English had mutilated, as also the skeleton of a three-decker, which was left on the stocks, are now taking down; as a great quantity of their timber may be made use of in the building of gun-boats."

A pamphlet has just been published, entitled a "*Discourse on our late Proceedings in the Baltic,*" which contains much curious matter, relating to the Danish expedition, and to the appointment of Sir Home Popham. We submit the following passages, without introduction or comment:—

Narrative of Measures pursued by the Officers who remonstrated against ceding their Rank to Sir Home Popham.

"The officers who felt themselves so much hurt at the appointment of Sir Home Popham to be captain of the fleet, as to represent their feelings on that occasion to the commander in chief, waited upon him, as in conformity with the law and usage of the service,* and temperately, quietly, and respectfully made known their grievance to him. After some conversation, Admiral Gambier, though not perhaps approving the act, was so far from condemning the mode of application, that he said to those officers, that he felt *himself obliged* by the delicate manner in which they proceeded; and recommended to them to address an official letter to him on the subject. This recommendation of the commander in chief produced letter No. 2. The officers, so far from menacing to withdraw their services from the fleet, as has been falsely and maliciously asserted, assured the admiral they were *ready* to proceed with the expedition; *that* they should cautiously avoid every measure that had the appearance of party or cabal; and neither invite nor allow any other captains to join with them, but keep their measures and feelings to themselves. The pledge they voluntarily gave was faithfully kept. The expedition sailed in a few days after, and in this situation they proceeded to sea.

"No official reply was ever made to letter No. 2. But during this expedition the officers were separately shewn, by the commander in chief, a private letter from the First Lord of the Admiralty, in which 'he condemned them for their interference in the administration of naval affairs; expressing surprise that any objection should be made to the appointment of Sir Home Popham, as none had ever been made to that of Commissioner Captain Bowen; and adding, he felt too much regard for the services of the officers, to lay their letter before the Board of Admiralty.'

"The officers replied, that their sentiments and feelings were unchanged; and they felt so much aggrieved and humiliated in being called upon to cede their rank to Sir Home Popham, that they must press being relieved from their painful situations as soon as the public service would allow.

"The fall of the Danish fleet produced a promotion of admirals, which secured two of the officers from the grievances they complained of. The third, on his return from the Baltic, was placed under orders that relieved him also from the painful situation.

"The grievance was removed, and in a manner flattering to the two officers who bore the rank of established commodores. They might justly have been accused of indulging a disposition rather tending to embarrass than relieve themselves from an injury, had they on their return continued to urge their original remonstrance. It appeared essential to Sir Samuel

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* "The articles of war provide for the quiet and temperate representation of grievances to the admiral or commander in chief."

Hood and Rear-Admiral Keats, both of whom have been in London since their return, to justify themselves from the imputation that appeared to be cast upon them in the private letter of Lord Mulgrave's, before noticed. That has been done, I have no doubt, in a manner perfectly satisfactory to Lord Mulgrave, and equally so to themselves. Their feelings have been their guide. Their object was never connected with party; and the moment they were placed in a situation that secured them from the indignity they complained of, and restored them to their natural seniority over Sir Home Popham, all *personal* subject of complaint was done away.

" *Note.*—Although it is ordered by the naval instructions, that a captain of the fleet shall be either a flag officer or one of the senior captains of the navy, the remonstrating officers were not ignorant that *one* * precedent could have been adduced of an appointment of captain of the fleet as junior as Sir Home Popham. But where, as in this case, the time of *actual* employment has been very limited: where the officer had never served in a fleet; and other objections occurred; they considered, and consider, they formed a fair and legitimate subject of remonstrance; especially as two of them, very much his seniors, were (by the new naval restrictions), though established commodores, called upon to cede their rank to him at councils and courts-martial."

LETTER TO ADMIRAL GAMBIER, &c. &c. &c.

" SIR, *North-Yarmouth, July* 23, 1807.

" We beg leave to represent to you, the extreme sorrow and concern with which, as senior captains in the navy, we are penetrated, in finding ourselves placed in situations that in any degree subject us to an inferiority to Captain Sir Home Popham.

" We are sensible that it belongs to his Majesty, to establish the gradations of rank, and we have been bred to respect and venerate his authority. We wish simply to convey our feelings—not to remark on the services or pretensions of any one. Waving, therefore, those of the present captain of the fleet, as much as circumstances will admit, and trusting that our regular, direct, unimpeached, and almost uninterrupted services, will afford the most unequivocal denial to the supposition of our being actuated by any indirect or party motives; we anxiously hope, sir, that you will take such measures as you may deem expedient, to relieve us from the painful sensations we at present experience.

" The principles under which we have been brought up, induce us to make any sacrifices that the service of our country may require: we are *ready* to proceed on any immediate service; but we rely, that as early measures will be taken, without injury to the service, as can be effected, to relieve us from the humiliating situation in which, by the appointment of Sir Home Popham, as captain of the fleet, we find ourselves placed. We have the honour to be, sir,

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* " Captain Bowen.—If Sir Home Popham's services had been as regular as those of Captain Bowen, and he had not met the public disapprobation of the Admiralty, and the severe censure of a court-martial, and had not pursued rather a *speculative* than a regular line of conduct, no objection would ever have been made to him.

"With respect, your most obedient humble servant,
(Signed) "SAMUEL HOOD,
"R. G. KEATS,
To Admiral Gambier, &c. &c." "ROBERT STOPFORD."

Comparative Services of the remonstrating Captains, and Sir Home Popham's.

"The services of the three remonstrating captains have been *as* regular, *as* continued, and *as* persevering, as that of any officers in the navy. From their earliest entrance into it, they had undeviatingly attached themselves to its plainest and *fairest* principles and pursuits; a long uninterrupted course of service had been passed by them without blemish or suspicion; they had severally served as captains under Earls Howe and St. Vincent; under Lords Nelson, Hood, Gardner, Collingwood, and other officers of high rank and character. Each had commanded ships of the line in action, and received medals and the thanks of their country. Each had commanded squadrons as established commodores, with the rank of rear-admirals, and acquitted themselves of their duty with approbation. At the commencement of the war with France in 1793, two of them had been eleven years in the command of sloops of war or frigates; and all of them three years post, with the rank of colonels in the army. At this period, the Captain of the fleet commanded a merchant ship under foreign colours,—himself a lieutenant of the navy, and it has been said, a burgher at Ostend; employed in a traffic prejudicial to the commercial rights and prosperity of the East India Company!!

"The services of the remonstrating captains, when called upon to cede their rank to Sir Home Popham, were from *seventeen* to *nineteen* years *post*,* during which time they were almost constantly employed; whilst the actual services of Sir Home Popham little exceeded *four years* He had *never* served as captain under any admiral—had never been in a line of battle—nor had ever commanded a ship in action. It is true, he had been honoured beyond all precedent with *commands*. His conduct in one, after meeting the disapprobation of the admiralty, became the subject of parliamentary inquiry. A second had been productive of the severe censure of a court-martial; from which sentence, hitherto found a bar almost insurmountable to advancement in the navy, he was raised, without precedent, considering these circumstances and his short services, and almost without a parallel, to a situation, notwithstanding the rank and services of the remonstrating officers, that gave him a seniority over them. Under such unprecedented circumstances, they considered *and consider* themselves justified in having adopted the legitimate mode of remonstrance, to procure redress of a grievance.

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* I believe Sir Samuel Hood served as post captain 17 years.
Rear-admiral Keats also served . . . . 17 years.
Captain Stopford, I believe, full . . . . 15 years.
Sir Home Popham little more than, I believe, . 4 years.

" The remonstrating officers acknowledge no inferiority of naval information or ability to Sir Home Popham. Their actions have corresponded with their professions: and they have not been accustomed to view with respect those whose conduct has been marked by *speculative notions.* It has been said, the *local* knowledge of Sir Home Popham, made his appointment, as captain of the fleet, *requisite.* Men of versatile talents have local knowledge in all parts of the world. The remonstrating captains did not discover *any extraordinary advantage* which the public service derived from his appointment at Copenhagen; and on Admiral Gambier's advancing it as an argument at Yarmouth, he was reminded by the captains, that he might as easily derive all the advantages he promised himself from it, by taking him in a situation that would not be offensive to them, as in that in which he had been appointed to.

" *Note.*—One of the remonstrating captains, who commanded a frigate in 1790, was actually employed to cruise for *El Trusco,* the foreign merchant ship, commanded by Sir Home Popham, then on her outward-bound voyage to the East Indies. She was stopped by the *Brilliant* frigate, Capt. Mark Robinson, on her homeward-bound voyage in 1793 or 1794."

On the 28th of January the thanks of both Houses of Parliament were voted to the naval and military commanders, officers, seamen, &c. employed in the late expedition to the Baltic. Lord Hawkesbury proposed the resolutions to this effect in the House of Lords, and Lord Castlereagh in the Commons. The motion was opposed in both houses, simply on the ground, that the enterprise was not of such a nature as to merit the proposed honours, for the officers by whom it was accomplished. The policy of the measure was not taken into discussion. The motion was carried without a division in the Lords; in the Commons it was carried by 100 against 19.

Imperial Parliament.

HOUSE OF LORDS.

THURSDAY, JANUARY 21.

THE Lords Commissioners, consisting of the Archbishop of Canterbury, the Lord Chancellor, Earls Camden, Aylesford, and Dartmouth, having taken their places; and the Commons being in attendance, the Lord Chancellor read his Majesty's most gracious Speech, which was as follows:—

" *My Lords and Gentlemen,*

" We have received his Majesty's commands to assure you, that in calling you together at this important conjuncture of affairs, he entertains the most perfect conviction that he shall find in you the same determination with which his Majesty himself is animated, to uphold the honour of his crown, and the just rights and interests of his people.

" We are commanded by his Majesty to inform you, that no sooner had the result of the negociations at Tilsit confirmed the influence and controul of France over the powers of the continent, than his Majesty was apprised of the intention of the enemy to combine those powers in one general confederacy, to be directed either to the entire subjugation of this kingdom, or to the imposing upon his Majesty an insecure and ignominious peace.

" That for this purpose, it was determined to force into hostility against his Majesty, states which had hitherto been allowed by France to maintain or to purchase their neutrality: and to bring to bear against different points of his Majesty's dominions the whole of the naval force of Europe, and specifically the fleets of Portugal and Denmark.

" To place those fleets out of the power of such a confederacy, became therefore the indispensable duty of his Majesty.

" In the execution of this duty, so far as related to the Danish fleet, his Majesty has commanded us to assure you, that it was with the deepest reluctance that his Majesty found himself compelled, after his earnest endeavours to open a negociation with the Danish Government had failed, to authorize his commanders to resort to the extremity of force, but that he has the greatest satisfaction in congratulating you upon the successful execution of this painful, but necessary service.

" We are commanded farther to acquaint you, that the course which his Majesty had to pursue with respect to Portugal, was happily of a nature more congenial to his Majesty's feelings; that the timely and unreserved communication by the court of Lisbon of the demands and designs of France, while it confirmed to his Majesty the authenticity of the advices which he had received from other quarters, entitled that court to his Majesty's confidence in the sincerity of the assurances by which that communication was accompanied.

" The fleet of Portugal was destined by France to be employed as an instrument of vengeance against Great Britain. That fleet has been secured from the grasp of France, and is now employed in conveying to its American dominions the hopes and fortunes of the Portuguese Monarchy. His Majesty implores the protection of Divine Providence upon that enterprize, rejoicing in the preservation of a power so long the friend and ally of Great Britain, and in the prospect of its establishment in the new world with augmented strength and splendor.

" We have it in command from his Majesty to inform you, that the determination of the enemy to excite hostilities betwen his Majesty and his late allies the Emperors of Russia and Austria, and the King of Prussia, has been but too successful, and that the ministers from those powers have demanded and received their passports.

" This measure, on the part of Russia, has been attempted to be justified by a statement of wrongs and grievances which have no real foundation. The Emperor of Russia had indeed proffered his mediation between his Majesty and France. His Majesty did not refuse that mediation, but he is confident you will feel the propriety of its not having been accepted until his Majesty should have been enabled to ascertain that Russia was in a condition to mediate impartially, and until the principles and the basis on which France was ready to negociate were made known to his Majesty.

"No pretence of justification has been alleged for the hostile conduct of the Emperor of Austria, or for that of his Prussian Majesty. His Majesty has not given the slightest ground of complaint to either of those sovereigns, nor even at the moment when they have respectively withdrawn their ministers, have they assigned to his Majesty any distinct cause for that proceeding.

"His Majesty has directed that copies of the official notes which passed between his Majesty's ambassador and the ministers for foreign affairs of his Imperial Majesty the Emperor of Russia, pending the negociations at Tilsit, as well as of the official note of the Russian minister at this court, which contain the offer of his Imperial Majesty's mediation, and of the answer returned to that note by his Majesty's command; and also copies of the official notes of the Austrian minister at this court, and of the answers which his Majesty commanded to be returned to them, shall be laid before you.

"It is with concern that his Majesty commands us to inform you, that notwithstanding his earnest wishes to terminate the war in which he is engaged with the Ottoman Porte, his Majesty's endeavours, unhappily for the Turkish empire, have been defeated by the machinations of France, not less the enemy of the Porte than of Great Britain.

"But while the influence of France has been thus unfortunately successful in preventing the termination of existing hostilities, and in exciting new wars against this country, his Majesty commands us to inform you, that the King of Sweden has resisted every attempt to induce him to abandon his alliance with Great Britain, and that his Majesty entertains no doubt that you will feel with him the sacredness of the duty which the firmness and fidelity of the King of Sweden impose upon his Majesty, and that you will concur in enabling his Majesty to discharge it in a manner worthy of this country.

"It remains for us, according to his Majesty's commands, to state to you that the treaty of amity, commerce, and navigation between his Majesty and the United States of America, which was concluded and signed by commissioners duly authorised for that purpose, on the 31st of December, 1806, has not taken effect, in consequence of the refusal of the President of the United States to ratify that instrument.

"For an unauthorised act of force committed against an American ship of war, his Majesty did not hesitate to offer immediate and spontaneous reparation; but an attempt has been made by the American government to connect with the question which has arisen out of this act, pretensions inconsistent with the maritime rights of Great Britain; such pretensions his Majesty is determined never to admit. His Majesty, nevertheless, hopes that the American government will be actuated by the same desire to preserve the relations of peace and friendship between the two countries, which has ever influenced his Majesty's conduct, and that any difficulties in the discussion now depending may be effectually removed.

"His Majesty has commanded us to state to you, that in consequence of the decree by which France declared the whole of his Majesty's dominions in a state of blockade, and subjected to seizure and confiscation the produce and manufactures of this kingdom, his Majesty resorted, in the first instance, to a measure of mitigated retaliation; and that this measure having proved ineffectual for its object, his Majesty has since found it necessary to adopt others of greater rigour, which, he commands us to state to you, will require the aid of Parliament to give them complete and effectual operation.

"His Majesty has directed copies of the orders which he has issued with the advice of his privy council upon this subject to be laid before you, and he commands us to recommend them to your early attention.

"*Gentlemen of the House of Commons,*

"His Majesty has directed the estimates for the year to be laid before you, in the fullest confidence that your loyalty and public spirit will induce you to make such provision for the public service as the urgency of affairs may require.

"His Majesty has great satisfaction in informing you, that, notwithstanding the difficulties which the enemy has endeavoured to impose upon the commerce of his subjects, and upon their intercourse with other nations, the resources of the country have continued in the last year to be so abundant, as to have produced, both from the permanent and temporary revenues, a receipt considerably larger than that of the preceding year.

"The satisfaction which his Majesty feels assured you will derive, in common with his Majesty, from this proof of the solidity of these resources, cannot but be greatly increased, if, as his Majesty confidently hopes, it shall be found possible to raise the necessary supplies for the present year without any material addition to the public burthens.

"*My Lords and Gentlemen,*

"We are especially commanded to say to you, in the name of his Majesty, that, if ever there was a just and national war, it is that which his Majesty is now compelled to prosecute. This war is in its principle purely defensive. His Majesty looks but to the attainment of a secure and honourable peace; but such a peace can only be negociated upon a footing of perfect equality.

"The eyes of Europe and of the world are fixed upon the British parliament.

"If, as his Majesty confidently trusts, you display in this crisis of the fate of the country, the characteristic spirit of the British nation, and face unappalled the unnatural combination which is gathered around us, his Majesty bids us to assure you of his firm persuasion, that, under the blessing of Divine Providence, the struggle will prove ultimately successful and glorious to Great Britain.

"We are lastly commanded to assure you, that in this awful and momentous contest, you may rely upon the firmness of his Majesty, who has no cause but that of his people, and that his Majesty reciprocally relies on the wisdom, the constancy, and the affectionate support of his parliament."

The Speaker and the House of Commons having withdrawn,

The Earl of *Galloway* moved an address of thanks to his Majesty, in which he was seconded by Lord Kenyon.

The Duke of *Norfolk* objected to that part of the speech which related to the attack upon Copenhagen. No documents proving the necessity of that measure were before their lordships, and he therefore moved as an amendment, that the paragraph approving of that expedition should be omitted entirely.

Lord *Sidmouth* contended that Denmark had not manifested a hostile disposition towards this country. Her army was in Holstein, and her navy in ordinary: she was not at the mercy of France.

Lord *Aberdeen* defended the Danish expedition, on the ground of necessity.

Lord *Grenville* vehemently opposed it, directed the attention of ministers to Ireland, and urged the necessity of catholic emancipation.

Lord *Hawkesbury* defended the attack upon Copenhagen on the ground that government was possessed of information that there were secret engagements at the treaty of Tilsit; that the view of the parties was to confederate all the powers of Europe, and particularly to engage or seize on the fleets of Denmark and Portugal to annoy this country. They heard this from their public ministers then abroad. They heard it from their faithful ally, Portugal. They also received information of the hostile intentions of Denmark from a quarter to which they had often been indebted for the first knowledge of the designs of Buonaparte; from, or rather through the disaffected in Ireland. Ireland was to be attacked from two points—Lisbon and Copenhagen; and they never found the information of these persons, however they came by it, false. And, finally, they had a confidential communication, that in the council of the highest authorities in Copenhagen the matter was discussed, whether, on an option that they should join either England or France, an option which they understood was to be put to them, they resolved to join France. Having learnt this, ministers would have been traitors if they had not secured the fleet.

Lord *Lauderdale*, and Lord *Buckinghamshire* supported the Duke of Norfolk's amendment; which was opposed by Lord Mulgrave, and negatived without a division.

Lord *Grenville* then moved another amendment, declaratory of the opinion of the house, that it would neither be respectful to his Majesty, nor becoming the dignity of the house, to give an opinion as to the propriety of rejecting the Russian mediation, till the papers relative to that question were before the house: this also was negatived without a division; after which the address was agreed to, and ordered to be presented.

HOUSE OF COMMONS.

THURSDAY, JAN. 21,

After the reading of the speech, Lord *Hamilton* moved an address of thanks to his Majesty, which was seconded by Mr. Ellis.

In the course of the debate, Mr. Whitbread deprecated the Copenhagen expedition; denied all credit to ministers for the escape of the Royal Family of Portugal; contended that there was now as good an opportunity of making peace with France as ever; and particularly called upon ministers to attend to Ireland.

Mr. *Canning* defended the conduct of ministers in every point alluded to in the royal speech. No angry discussion, he said, had taken place with the court of Vienna. Strictly speaking, there was no negociation through the medium of Austria, nor any distinct offer from Talleyrand. No remonstrances had been received from Prussia. Every hostile appearance on her part was extorted by France. In justice to the late ministers, he stated, that the expedition to the Dardanelles had been undertaken at the request of Russia. As that had not succeeded, the cause of war with the Porte had ceased. A negociation with the Porte was entered upon, and the only difficulty was the admission of Russia into the treaty. In the middle of this, the Russian minister left Constantinople, and then a treaty was concluded by the Porte with France. As to Sweden, subsidiary negociations were carrying on with that power, which would be laid before the house when finished. With regard to America, as no right had been claimed by Great Britain of searching ships of war, satisfaction was offered for the affair of the Chesapeake. But ministers had kept that affair distinct from other matters in dispute, while the Americans endeavoured to blend them. He at the same time acquitted of any serious blame the gallant officer who had the command on the American station, as his provocation was extreme. As to the policy of the orders in council, all agreed that there must be something of that sort, and the difference was only as to the degree, which was a question of inferior importance. It was proper to shew other powers that Great Britain might be as formidable as Buonaparte in some instances, though he admitted that our having a giant's strength was not a reason why we should use it like a giant.

Similar objections were made to the address, in this house, as in the house of peers: but no specific amendment was proposed, and it was agreed to without a division.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, JANUARY 2, 1808.

Extract of a letter from Admiral the Right Hon. Lord Gardner, to the Hon. W. W. Pole, dated on board his Majesty's ship Ville de Paris, in Torbay, the 31st December, 1807.

ENCLOSED I transmit, for their lordships' information, a letter from Captain Atkins, of his Majesty's ship Seine, giving an account of the capture by the above ship, on the 26th instant, of the French lugger privateer la Sybille, belonging to Morlaix, pierced for fourteen guns (but only one on board), and having on board forty-three men.

Seine, at Sea, December 26, 1807, in
MY LORD, *Lat. 49°. 27'. N. Long. 8°. 30'. W.*

After a short chase this afternoon, his Majesty's ship under my command captured a French lugger privateer, la Sybille, pierced for fourteen guns, (but had only one long gun on board, with swivels and musketry), and forty-three men. She is a very fine fast sailing new vessel, of large dimensions, belonging to Morlaix, has been out five days, and, I am happy to add, without making any capture.

I have the honour to be, &c.

D. ATKINS, Captain.

To the Right Hon. Admiral Lord Gardner, &c.

Copy of a letter from Vice-Admiral Dacres, to the Hon. W. W. Pole, dated on board his Majesty's sloop Shark, Port Royal, 15th October, 1807.

SIR,

I have the honour to enclose to you, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain Inglefield, of the Bacchante, acquainting me of the capture of the Spanish privateer Amor de la Patria, by that ship and the Reindeer.

I am, &c.

J. R. DACRES.

His Majesty's Ship Bacchante, Yallalis Point
SIR, *N. E. by N. three leagues, September 13, 1807.*

I have the honour to inform you, at eleven A. M. this morning, we discovered his Majesty's sloop Reindeer in chase to windward of a suspicious schooner coming down before the wind, and at half past one shewing Spanish colours; and finding she could not escape, cut off (from our being to leeward): she struck, and proves to be the Spanish privateer Amor de la Patria, belonging to St. Jago, Captain Josse de Tournecy, armed with three guns, and sixty-three men, out five days, and, am happy to add, has not captured any thing. I have the honour to be, &c.

S. W. INGLEFIELD.

To J. R. Dacres, Esq. Vice-Admiral
of the White, &c.

Copy of a letter from Admiral Montagu, to the Hon. W. W. Pole, dated on board his Majesty's Ship Royal William, at Spithead, 29th December, 1807.

SIR,

Be pleased to lay before the Lords Commissioners of the Admiralty the enclosed letter from Captain Adam, of his Majesty's ship Resistance, stating his having fell in with, and captured, after a chase of eight hours, l'Aigle, French lugger privateer.

I have the honour to be, &c.

G. MONTAGU.

SIR, *Resistance, Cape Barfleur, Dec. 28, 1807.*

I have to acquaint you that yesterday at sunset, the Ower's light bearing north four or five miles, his Majesty's ship under my command fell in with a large lugger privateer, and after a chase of eight hours, I had the satisfaction to capture her, close in with Cape Barfleur.

She proves to be l'Aigle, of Dieppe, Vincent Pouchin commander, of fourteen guns, and sixty-six men, is only a few months old, and appears to be a very fine vessel.

She has been three days from Barfleur, without making any capture.

I am, &c.
CHARLES ADAM, Captain.

Admiral Montagu, Portsmouth.

Extract of a letter from Captain Robert Rolles, of his Majesty's ship Lion, to the Hon. W. W. Pole, dated Downs, December 28, 1807.

At daylight on the 27th, land bearing north about nine or ten miles distant, which was taken for Beachy Head, a lugger appearing under our lee that bore a very suspicious appearance, I considered it my duty to pursue her, and after nearly a whole day's chase, and her practising various manœuvres to escape, was captured. She proves to be la Reciprocité French privateer, of fourteen guns, and sailed the 25th from Dieppe, in company with another of the same kind which hove in sight the latter part of the chase: she is two years old, a fast sailer, and her crew composed of forty-five men; are French, Prussians, Portuguese, Swedes, Danes, and Americans. These two vessels have been lying under Beachy Head since the above time, but made no captures.

JANUARY 9.

Extract of a letter from Captain Rainier, of his Majesty's ship Caroline, to Rear-Admiral Sir Edward Pellew, Bart. dated Malacca Road, February 25, 1807, and transmitted by the last mentioned Officer to the Hon. W. W. Pole.

Having seen the Honourable Company's ships Perseverance and Albion through the Gillolo passage, I passed to the eastward of the Pellew Islands to insure fetching Pellappa, on the north end of the island of Summar, which place I looked into on the 26th ultimo, and not seeing any vessel there, I was making the best of my way to the straits of St. Bernardine.

Early on the morning of the 27th ultimo, a strange sail was discovered on our lee beam. I immediately bore up in chase of her, and she ran for Albay. When we were nearly within gun-shot of her they hoisted Spanish colours, and fired a gun to windward. We were coming up with her fast, when she was taken aback with the land wind, and she having studding-sails set on both sides, we were close to her before she could take them in, when, either from their temerity, or not knowing our force, they commenced firing, and it was not until they had twenty-seven men killed and wounded that they hauled down their colours. On taking possession of her she proved to be the St. Raphael (alias Pallas) Spanish register ship, belonging to the Royal Company of the Philippines, mounting sixteen guns, with ninety-seven men, commanded by Don Juan Baptista Monteverde, having on board upward of five hundred thousand Spanish dollars in specie, and seventeen hundred quintals of copper, besides a valuable cargo; she sailed from Lima on the 12th of November last, bound to Manilla.

P. S. I am sorry to inform you we had seven of our men wounded, one of whom is since dead.

JANUARY 15.

Copy of a letter from Rear-Admiral Sir Edward Pellew, Bart. to William Marsden, Esq. dated on board his Majesty's ship Culloden, Madras Roads, September 28, 1807.

SIR,

I have the honour to enclose the copy of a letter from Captain Lye, of his

Majesty's ship Bombay, stating the capture of la Jaseur French national corvette, which you will be pleased to lay before the Right Hon. the Lords Commissioners of the Admiralty.

I have the honour to be, &c.

EDWARD PELLEW.

His Majesty's Ship Bombay, at Sea, July 11, 1807, Carnicolan S. S. W. 18 leagues, lat. D. R. 10°. 6'. N. long. 93°. 10'. E.

SIR,

I have the honour to inform you of the capture, yesterday evening, of the French national brig le Jaseur, of twelve guns and fifty-five men, and commanded by a lieutenant de vaisseau (the Little Andaman N. W. eight leagues), after a chase of nine hours, by his Majesty's ship Bombay under my command.

The brig left the Isle of France the 15th of April, and had not made any capture.

I have the honour to be, &c.

W. J. LYE.

Rear-Admiral Sir Edward Pellew, Bart.

JANUARY 16.

Copy of a letter from Vice-Admiral Douglas, to the Hon. W. W. Pole, dated North Yarmouth, the 11th instant.

SIR,

For the information of the Lords Commissioners of the Admiralty, I transmit two letters from Captain Farquhar, of his Majesty's ship Ariadne, stating the particulars relative to the capture of the two French privateers Trente & Quarante, and l'Eglé, which are arrived at this port, agreeably to Captain Farquhar's directions.

I have the honour to be, &c.

B. DOUGLAS, Vice-Admiral.

His Majesty's Ship Ariadne, Jan. 7, 1808, Huntly Foot W. S. W. 11 leagues.

SIR,

I have the honour to acquaint you that this morning, being off Huntly cliff about four leagues, I observed one of his Majesty's brigs to the southward, at ten A. M. she bore up and made sail to the eastward, and we perceived her to be in pursuit of a lugger.

We immediately joined in the chase, keeping the wind of the enemy, and at one P. M. having closed within gun-shot, we had the pleasure to see the lugger surrender to his Majesty's brig Ringdove, which was nearer to the chase than the Ariadne, and had fired several shot at her.

She is a French lugger letter of marque, (le Trente & Quarante) commanded by Monsieur Fanqueux, carrying sixteen guns, six and nine pounders, fourteen of which were mounted, with a complement of sixty-six men, sixty-five on board, had been sixteen days from Dunkirk, and had not made any capture. She is one of the largest luggers out of France, and a very fine vessel, only three months off the stocks, well found, and I think fit for his Majesty's service, I have sent her to Yarmouth, and have the honour to be, &c.

A. FARQUHAR.

Billy Douglas, Esq. Vice-Admiral of the Blue.

His Majesty's ship Ariadne, Jan. 8, 1808;
SIR, *Huntly Foot, W. N. W.* 6 *leagues.*

I beg to inform you, that after the capture of le Trente & Quarante, we stood during the night towards Flambro' Head, and at daylight this morning another lugger was discovered in the W. N. W. to which we immediately gave chase; having, at the same time, made the signal No. 3, to the Ring-dove, which was in company. Soon after eight we observed the lugger was chased by two brigs, one of which proved to be his Majesty's brig Sappho, and the other belonging to the Excise, called the Royal George, commanded by Mr. Curry, and to whom the lugger surrendered at about a quarter before ten A. M. and I have satisfaction in adding that credit is due to Mr. Curry for the capture, although, from the situation of his Majesty's vessels, her escape was impossible.

The prize is a French lugger l'Eglé, commanded by Mons. Olivier, sixteen guns mounted, three and four pounders, and a complement of fifty-six men; left Dunkirk nine days ago, has made one capture, the brig Gabriel, of Yarmouth (in ballast), which she took last night off Scarborough, and scuttled her. I saw her still above water this morning, and ordered the Ring-dove to examine her, and Captain Andrews has since reported to me, that the Gabriel was sinking so fast as to make it impossible to save her; the master and crew were found on board l'Eglé lugger, which I have ordered to Yarmouth with the other prize, and purpose seeing them in safety to that port.

I have the honour to be, &c.

A. FARQUHAR.

Billy Douglas, Esq. Vice-Admiral of the Blue.

Downing-Street, January 20, 1808.

Captain Murphy, of the 88th regiment, Brigade-Major of his Majesty's forces at Madeira, has arrived at the office of Lord Viscount Castlereagh, one of his Majesty's principal secretaries of state, with a despatch, of which, the following is an extract, from Major-General Beresford, dated Madeira, December 29, 1807.

Extract of a despatch from Major-General Beresford to Viscount Castlereagh, dated Madeira, Funchal, December 29, 1807.

I have the satisfaction to communicate to your lordship the surrender of the island of Madeira, on the 24th instant, to his Majesty's arms.

We had, previously to the ships coming to anchor, sent to the governor to surrender the island to his Britannic Majesty, offering the terms we were authorized, which were acceded to. The troops were immediately landed, and before dark were in possession of all the forts, and had the 3d and 11th regiments encamped, with their field-pieces, a little to the west of the town.

In regard to unanimity and cordial co-operation, it is sufficient to say, it was Sir Samuel Hood I had to act with, and the object, the service of his country. His ardent zeal communicated to all the same sentiments, and the utmost unanimity prevailed.

I had the fullest reason to be satisfied with the zeal and ardour of all the officers and troops under my orders.

I have the honour to enclose the articles of capitulation which have been agreed upon.

Captain Murphy, of the 88th regiment, Brigade-Major to the forces, will be the bearer, and can communicate any further particulars your lordship may be desirous of knowing; and I humbly recommend him to his Majesty's most gracious consideration.

TERMS *of* CAPITULATION *for the Island of Madeira and its Dependencies, agreed upon by his Excellency the Governor and Captain General, Pedro Fagundes Bacellar d'Antas e Meneres, on the Part of his Royal Highness the Prince Regent of Portugal, and by Rear-Admiral Sir Samuel Hood, Knight of the Bath, and Major-General Beresford, on the Part of his Britannic Majesty.*

ARTICLE I. That, on the signing of the present treaty, the island of Madeira and its dependencies shall be delivered up to the commanders of his Britannic Majesty's forces, and to be held and enjoyed by his said Majesty, with all the rights, and privileges, and jurisdictions which heretofore belonged to the Crown of Portugal.

II. That it is agreed the said island shall be evacuated and re-delivered to his Royal Highness the Prince Regent of Portugal, or to his heirs and successors, when the free ingress and egress to the ports of Portugal and its colonies shall be re-established as heretofore; and when the sovereignty of Portugal shall be emancipated from the controul or influence of France.

III. For the present the arms and ammunition of all kinds to be delivered and placed under the possession of the British.

IV. Public property shall be respected and re-delivered at the same time, and under the same circumstances with the island. His Britannic Majesty, during the period his troops shall occupy the island, reserving the use of all such property, and the revenues of the island, to be applied to the maintenance of its religious, civil, and military establishments. For the above purpose all the public property, of whatever description, to be formally delivered up, and received by the commissaries respectively appointed for that object.

V. All private property on the island of Madeira, belonging to the subjects of his Royal Highness the Prince Regent of Portugal, to be respected.

VI. The free exercise of religious worship to be maintained and protected as at present established.

VII. The inhabitants to remain in the enjoyment of the civil constitution, and of their laws, as at present established and administered.

Done at the palace of St. Lorenzo, Funchal, Madeira, 26th December, 1807.

PEDRO FAGUNDES BACELLAR D'ANTAS E MENERES,
O Governador e Capitaô-General da Ilha da Madeira.
SAM. HOOD, Rear-Admiral, K. B.
W. C. BERESFORD, Major-General.

Admiralty Office, January 20, 1808.

A despatch, of which the following is an extract, has been received at this office from Rear-Admiral Sir Samuel Hood, K. B. &c. addressed to the Hon. W. W. Pole, dated on board his Majesty's ship Centaur, Funchal Bay, Madeira, 29th December, 1807.

Extract of a despatch from Rear-Admiral Sir Samuel Hood, K. B. dated Centaur, Funchal Bay, Madeira, 29th December, 1807.

SIR,

I have the pleasure to acquaint you, for the information of the Lords Commissioners of the Admiralty, the island of Madeira has surrendered to his Majesty's forces confided to the command of Major-General Beresford and myself; and I have the honour to enclose you a copy of the articles of capitulation.*

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* See Major-Gen. Beresford's despatch.

The squadron named in the margin,* and transports, arrived on the 23d off the island of Porto Santo, and off this bay in the forenoon of the 24th; and though the ships were rather baffled by the light winds under the land, on entering the bay, every ship was anchored conformable to my wishes; and being placed within a cable's length of the forts, and the army ready to disembark, the troops were immediately allowed to land and take possession of the principal forts. Next day we met the governor at the palace of St. Lorenzo, and arranged the articles of capitulation, which were signed on the 26th, in presence of the civil and military officers of the island.

As Major-General Beresford will give all other particulars relative to the island to his Majesty's Secretary of State, I shall only add, from the cordial good understanding that has subsisted between us, as well as between the whole of the army and navy, had there been a resistance, every thing we could have desired was to be expected from both services.

I have to express my entire satisfaction of the captains, officers, and men of his Majesty's ships on this service, and send my first lieutenant, George Henderson with this despatch. He is a very excellent officer, and I must refer their lordships to him for any further information, and I beg leave to recommend him to their lordships' notice.

JANUARY 23, 1808.

Copy of a letter from Admiral Montagu, to the Hon. W. W. Pole, dated on board the Royal William, at Spithead, the 20th instant.

SIR,

I have the honour to enclose, for the information of my Lords Commissioners of the Admiralty, a letter which I have received from Lieut. Tracey, commanding the Linnet brig, giving an account of the capture of la Courier, French lugger privateer, which shews much judgment and gallantry in that officer.

I have the honour to be, &c.

G. MONTAGU.

His Majesty's Brig Linnet, at Sea,
January 16, 1808.

SIR,

I have the honour to inform you, on Saturday the 16th inst. Cape Barfleur W. by N. six or seven leagues, I saw a French lugger in chase of an English ship and brig: the two latter I immediately joined, and thought proper to run in company with them until night should favour my closing with the lugger. At half past six P. M. the lugger commenced a fire on the ship, which she gallantly returned. At seven the lugger attempted to haul off; but my being within musket shot rendered his attempt fruitless. Ten minutes past seven I fired a broadside of round and grape, with a volley of musketry, which carried away his bowsprit and main lugg. I then hailed him to strike, instead of which he hoisted her lugg. I then commenced a steady fire, which lasted one hour and a half, (with round, grape, and musketry, during which time her luggs were knocked down, and as often hoisted at least ten times). Fifty minutes past eight, being in a sinking state, hailed she had struck; proves to be le Courier of Cherbourg, commanded by Captain Alex. Black, mounting eighteen guns, with a complement of sixty men, second captain of which was killed, and three seamen wounded, sails remarkably fast, out four days, made no capture, but came from under the Isles of Marcou at eleven A. M. this instant, where she anchored for shelter from the late gale.

I am happy to add we sustained no loss, and that the conduct of my officers and ship's company merit my warmest praise.

I have the honour to be, &c.

J. TRACEY, Lieut. and Commander.

To Admiral Montagu, Spithead.

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* Centaur, York, Captain, Intrepid, Africaine, Shannon, Alceste, and Success.

Copy of a letter from Vice-Admiral Rowley, to the Hon. W. W. Pole, dated on board his Majesty's ship Princess of Orange, in the Downs, the 19th inst.

SIR,

I have the honour to transmit, for their lordships' information, a copy of a letter from Captain Spence, of his Majesty's sloop Pandora, to Commodore Owen, giving an account of the capture of the French lugger privateer l'Entreprenant, of sixteen guns and fifty-eight men.

I have the honour to be, &c.

B. S. ROWLEY.

North Foreland, W. six leagues,
SIR, *January* 14, 1808.

I am happy to inform you, that about ten minutes before eight o'clock last evening, Folkstone bearing N. N. W. six or seven miles, I fell in with l'Entreprenant, French privateer lugger, of sixteen guns and fifty-eight men, commanded by Captain Bloudin, which, after a chase of an hour and forty minutes, we had the good fortune to come up with and capture within two miles of the French shore, Cape Grisnez bearing south. From his being so very close to his own coast (the batteries firing over us), he persevered in his attempt to escape, till our musketry had wounded the captain, the second captain, and four or five men, and would not shorten sail till we ran alongside of him. She has been out three days from Calais, and has taken the Mary brig of Sunderland. She is a very fine large new lugger, and sails exceedingly fast. The Active cutter joined in the chase, and assisted in removing the prisoners.

I have, &c.

HENRY HUME SPENCE.

Commodore Owen, Clyde.

Naval Courts Martial.

A COURT Martial was held on board the Salvador Del Mundo, at Plymouth, on the surviving officers of the Anson, for the loss of that ship; when the whole of the officers, with the exception of the master, were unanimously acquitted; the latter officer was sentenced to be admonished, for not having fulfilled, to the utmost of his power, the duties of his station. There was not on board the Anson any prisoners in irons at the time of her loss, as reported.

On the 13th of January, 1808, a Court Martial was held, at Portsmouth, on Serjeant Francis Aburrow, of the royal marines, of his Majesty's ship Sheldrake, for negligence and neglect of duty.—He was acquitted.

On the 15th of January a Court Martial was also held, at Portsmouth, on Lieutenant James Woodward, of his Majesty's ship Lion, for disobedience of orders.—The charge being in part proved, he was sentenced to be dismissed from his Majesty's ship Lion.

On the 22d of January a Court Martial was held, at Portsmouth, on Mr. D. Cunningham, boatswain of his Majesty's ship Proserpine, for drunkenness.—He was dismissed his ship. Captain W. Hargood, president.

Promotions and Appointments.

Captain Yeo, late of the Confiance, is promoted to the rank of post captain.

Lieutenant Joseph Hoy, who so gallantly defended the Louisa tender against a corvette of four times her force, has been raised to the rank of commander.

Captain G. Morris is appointed to the command of the Magnet, at Portsmouth,

Mr. Robert Shand is promoted to the rank of surgeon, and appointed to the Fleche. Mr. Richard Lewis is appointed to be surgeon of the Hindostan. Mr. Robert Chambers to be surgeon of the Sparrowhawk. Mr. G. Proctor to be surgeon of l'Eclair.

Lieutenant Edward O'Brien Drury, of the Hydra, is promoted to the rank of Commander.

Captain Bayntum is appointed to the command of the Leviathan.

Mr. John Price is appointed to be surgeon of the Zenobia.

Mr. Joseph Alexander, to be assistant surgeon of the Basilisk gun brig. Mr. Michael Stewart, to be assistant surgeon of the Royal William.

Rear-Admiral Otway has left his apartments at Greenwich Hospital, to hoist his flag on board the Lively frigate, Captain M'Kenley. Admiral Otway is to command under Sir Charles Cotton.

Captain [illegible], commander of his Majesty's sloop Bellette, which brought Lord Hutchinson from Gottenburgh, is promoted to the rank of post captain.

Mr. William Matthias is appointed to be assistant surgeon of his Majesty's ship Implacable; Mr. John Speer, to the Guerrier; Mr. Peter Keily, to be surgeon of the Druid; and Mr. William Winning, to be assistant surgeon of the Ville de Paris.

Thomas Collis, Esq. brother of Captain Joseph Ellison, of the royal hospital at Greenwich, is appointed, by Sir Edward Pellew, commander-in-chief of his Majesty's ships and vessels in India, to act as agent to the naval hospital at Madras.

Captain Maude, son of Thomas Maude, Esq. of Downing-street, Westminster, is promoted to the rank of post captain.

Rear-Admiral Sir Alexander Cochrane, Bart. K.B. commander-in-chief of his Majesty's ships and vessels at the Leeward islands, is nominated to succeed Vice-Admiral James Richard Dacres as commander-in-chief on the Jamaica station.

Mr. [illegible] is appointed to be surgeon of the Suffolk prison ship.

Dr. William C. Brown, son of the author of the Brunonian System, is sent to the Mediterranean as an assistant surgeon, to be placed at the disposal of the Right Hon. Lord Collingwood.

Captain Richard Dacres, brother to Vice-Admiral Dacres, is appointed governor of the royal naval asylum in Greenwich park.

Captain George Harris, commander of the Baracoutta, is promoted to the rank of post captain, and appointed to the command of the Sir Francis Drake, of [illegible] guns, in India.

Mr. [illegible] Patrickson is appointed to be an hospital mate at the royal hospital at Haslar.

Mr. David Lewis is promoted to the rank of surgeon, and appointed to his Majesty's ship Confiance, Captain Yeo.

Mr. John Bowen, late of the Confiance, is appointed to the Amethyst.

Mr. Richard Kent is appointed to be assistant surgeon of the Isis, the flag ship of Admiral Holloway, commander-in-chief on the Newfoundland station.

Mr. Thomas Stewart is appointed hospital mate at the royal hospital at Plymouth.

Mr. William Hannay is appointed acting surgeon of the Cheerful cutter; Mr. Thomas Gilderson, to be assistant surgeon of the Royal William; Mr. Michael Stewart, to be acting surgeon of the Magnet sloop; Mr. P. C. Burleigh, to be assistant surgeon of the Steady gun brig.

Sir John Thomas Duckworth, K. B. vice-admiral of the red, is appointed, pro tempore, to command the channel fleet.

Captain G. Reynolds is appointed to the command of his Majesty's ship Theseus; Captain Malbon, of the Hebe, to the Adamant; Captain Saunders, to the Atlas; Captain James Meen, to the Carnation.

Mr. P. Ellery is appointed to be purser of the Queen, vice Reid, deceased; Mr. William Hutchins is appointed purser of the Malta; Mr. George Thorne, to be purser of the Zealous; Mr. G. Miller, to be purser of the Chiffonne.

Captain Gregory is appointed to the command of his Majesty's sloop Primrose; Captain Dix is appointed to the Cygnet.

Mr. Thomas Leonard is appointed to be purser of the Curaçoa; Mr. P. Gillet, to be purser of the El Firme prison ship; Mr. T. Read, to be purser of the Aurora.

Lieutenant James M'Kenzie is promoted to the rank of commander.

Captain Northy is appointed regulating officer at Limerick.

Captain E. Harvey is promoted and appointed to the Cephalus; Captain G. Daley is appointed to the Comet.

Mr. W. C. Grout is appointed purser of the Unicorn.

Lieutenant Hodge is promoted to the rank of commander.

Mr. Thomas Evans is appointed to be surgeon of the Cossack; and Mr. Matthew Martin is to be surgeon of the Surinam.

Mr. James Garland is appointed to be lieutenant of his Majesty's ship Malta.

Lieutenant Joseph Hay is promoted to the rank of commander.

Mr. Herbert Baker is appointed to be assistant surgeon of the Success; and Mr. John M'Millan, to be surgeon of the Porpoise, at New South Wales.

Captain William Autridge is appointed to the command of the Euribus.

Lieutenant Warburton is promoted to the rank of commander.

Captain William Maude is promoted to the command of the Belleisle, of 84 guns, bearing the flag of Rear-Admiral Hon. Sir Alexander Cochrane, Bart. and K. B.

Captain R. D. Cochrane is appointed to the Alexandria, vice Hon. Captain King, deceased.

Lieutenant Henry Wilder is appointed to command the Whiting schooner.

Mr. Robert Abbott is appointed to be assistant surgeon of the Undaunted.

Lieutenant George Seaward is appointed to the Magnet sloop.

Mr. Joshua Jones is appointed master of the Melpomene; Mr. Richard Smith is appointed master of the Pelican sloop.

Mr. Robert Burnside is appointed surgeon of the Alonzo; and Mr. John Irvine to be surgeon of the Seaflower.

Captain William Bowles is promoted to the rank of post captain.

Lieutenant R. Balfour is promoted to the rank of commander.

Captain Andrew King is promoted to the rank of post captain.

Mr. Walter Steel, one of the hospital mates at the royal hospital at Plymouth, is appointed to be assistant surgeon of the Implacable.

A list of midshipmen who passed for lieutenants at the navy office, on the first Wednesday in last month:—F. Voller, W. R. Jackson, D. J. Woodriff, W. Edwards, F. C. Annesley, D. Davis, Charles Lechmere, F. G. Turner, J. W. Pritchard, J. B. Nelson, Henry Bourne. A. Balfour, J. W. Frankling, Norris Walker, R. Hooper, William Snell, J. W. Cecil, G. Garsin, J. W. Watson.

BIRTHS.

On the 15th instant, at Deal, the lady of Captain Brian Hodgson, royal navy, of a son.

Lately, at Greenwich hospital, the lady of Thomas Lynne, one of the lieutenants of that institution, of a son.

MARRIAGES.

At Greenwich church, by the Rev. P. George, on the 24th of December last, John Theophilus Lee, Esq. only son of the late Captain John Lee, of the royal navy, to Sophia, youngest daughter of Major Lawlor, of Thornton Place, Greenwich.

On the 4th of January, at Weymouth, Captain J. R. Franklin, of the Hon. East India Company's service, to the eldest daughter of John Butler Butlers, Esq.

At St. George's, Hanover-square, by the Rev. James Moore, Joshua Sydney Horton, Esq. commander of his Majesty's ship Princess of Orange, to Mrs. Worwood, widow of the late Henry Worwood, Esq. of Headington House, Oxfordshire.

At Greenwich, on the 13th instant, Lieutenant Richard Tooley, of the royal navy, to Miss Spearing, eldest daughter of George Spearing, Esq. of the royal hospital at Geeenwich.

On Sunday evening the 10th of January, by special license, at the house of Henry Merrick Hoare, Esq. York Place, the Right Hon. Lord Keith, K. B. and admiral of the white squadron of his Majesty's fleet, to Miss Thrale, eldest daughter of the late Henry Thrale, Esq.

At Halifax, Nova Scotia, Captain Sir Thomas Masterman Hardy, Bart. commander of his Majesty's ship Triumph, to Miss Berkley, daughter of Vice-Admiral Hon. G. C. Berkley, late commander-in-chief on that station.

Captain James Nicholson to Miss A. Bennett, daughter of A. M. Bennett, Esq. of Queen-square.

Lieutenant Leroux to Miss Kirby, of Marlborough.

OBITUARY.

Lately, at Cork, in consequence of a mortal wound received in a duel with Lieutenant Medlicott, of the same ship, Lieutenant George Phillimore, of the Polyphemus, youngest son of the Rev. Joseph Phillimore, of Orton, in the county of Leicester.

On the 20th of Dec. 1807, at Great Ealing, Middlesex, F. Stephens, Esq. F. R. and A. S. late one of the commissioners for victualling his Majesty's navy, aged 68.

At Charlton, in Kent, J. Welladvice, Esq. late commander of the Hon. East India Company's ship Charlton.

On the 1st of Jan. 1808, the body of Captain Lydiard, of the Anson, was picked up, and brought to Falmouth on the following day for interment. His remains were attended to the grave by Vice-Admiral Cotton, and all the other naval officers at the port, and many of the military, among whom were General Spencer, a party of marines from the men of war, and a party of the Oxford militia fired three vollies over his grave; the interment was also attended by the mayor and corporation, and most of the respectable inhabitants of the town.

By the unfortunate wreck of the Anson, Lieutenant Harries, of that ship, and Mr. Smith, the surgeon, found a watery grave.

On the 8th of January, at Falmouth, Mr. John Ireland, purser of his Majesty's hospital ship Tromp, at that port.

On the 9th of January, at the house of the Dowager Lady Frankland, in Edward-street, Portman-square, Miss Harriet Frankland, the only unmarried daughter of the late Admiral Sir Thomas Frankland, Bart. and sister of the present Sir Thomas Frankland, of Thiskely Park, Yorkshire.

On the 10th of January, of the measles, at the Admiralty, aged nearly three years, Charles, the son of Robert Ward, Esq. one of the lords commissioners of the Admiralty.

On Sunday night last, 17th instant, of a typhous fever, Lord Viscount Trafalgar: he was a youth of much promise, and his prime happiness was the recollection of the glory of his great and immortal uncle. He was the only son of the Rev. Earl Nelson, brother to the ever to be lamented hero of Trafalgar.

The following was the order of procession of Lord Trafalgar's funeral to St. Paul's cathedral, which took place the 25th of January :—

1st. A man on horseback, carrying a crimson velvet cushion, with the viscount's coronet, attended by a groom on each side, leading the horse, with four conductors, two before and two behind.

2d. The body, with the hearse drawn by six horses; black feathers on the hearse and horses, with ten attendants.

3d. Mourning coach, with four horses and two pages.

CHIEF MOURNERS.

Attendant the coach carrying the Rev. Archdeacon Young (uncle to the deceased), Alexander Davison, Esq. William Hazlewood, Esq. Rev. Dr. Outram.

4th. Mourning coach with four horses (with two pages attendant) carrying two servants of the deceased.

5th. Earl Nelson's chariot.

6th. Mr. Davison's chariot.

7th. Mr. Haslewood's carriage.

The Bishop of Chester performed the service and ceremony.

The procession proceeded from Conduit-street down Swallow-street, into Piccadilly, down the Haymarket, through the Strand and Fleet-street, to St. Paul's Cathedral.

On the 24th Nov. 1807, of the yellow fever, at Bridge town, Barbadoes, Nevill Fane, Esq. of his Majesty's ship Blonde, fifth son of the late Hon. Henry Fane, of Fulbec, in Lincolnshire.

At Barbadoes, Hon. Captain King, of his Majesty's ship Alexandria.

At Monte Video, on the 1st of September last, Lieutenant Dawes, agent for transports.

At Felixtow, near Languard Fort, Lieutenant B. Baufey.

At Plymouth, Lieutenant Brown, commander of the Bienfaisant prison ship.

At Bath, Lieutenant Hewitt.

In December, in the county of Northumberland, John Ramsay, a mariner, aged 125 years! He served in the fleet under Sir George Rooke, at the taking of Gibraltar, in 1704; and what is remarkable at so advanced an age, he continued to enjoy his faculties to the last, being capable of telling a merry story, or singing a good old song until within a short period of his decease.

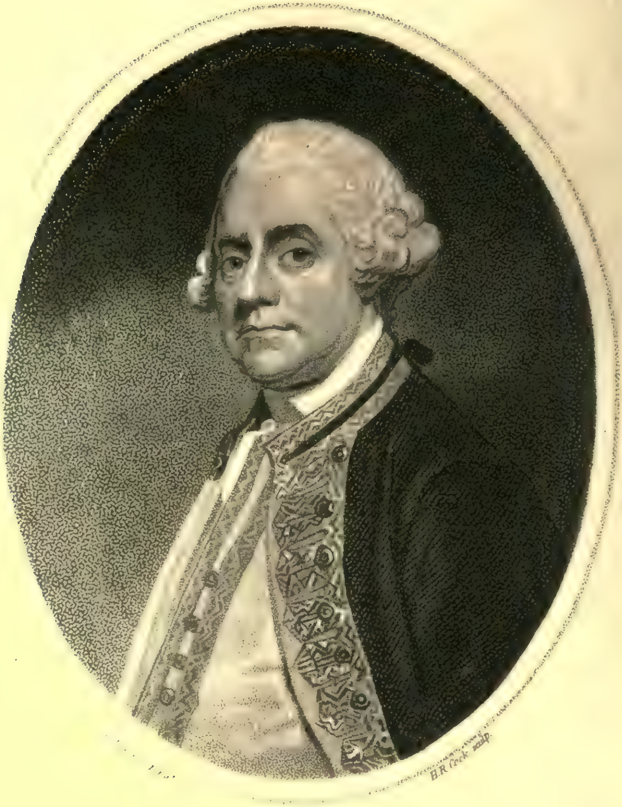
At Plymouth, Captain Danvers, of the marines.

At Scorton, near Garstang, Mr. William Dickinson, mariner, in his 101st year.

On the 10th of January, in Alfred-street, Bath, Phillips Cosby, Esq. admiral of the red, in his 78th year, upwards of sixty of which he had spent in an active and faithful discharge of his duty to his king and country, and highly honourable to himself, as an officer in the British navy.—On the 16th his remains were interred in the Abbey church, at Bath, in a handsome but not pompous manner, such being strictly forbidden by the deceased. Rear-Admiral Wolseley, the admiral's nephew, Sir Henry Cosby, and Colonel Stanfield, attended as chief mourners, accompanied by many more of the particular friends of the deceased; and the pall was borne by Admiral Sir Charles Knowles and Vice-Admirals Christie, M'Dowall, and Brown. The admiral has left a truly affectionate and amiable wife to lament his loss, and a numerous acquaintance, by whom he was most justly esteemed. He is succeeded in his estate in the kingdom of Ireland by Thomas Cosby, Esq. of Stradbally, in the Queen's county, agreeably to the late entail of the late Right Hon. D. Cosby, Lord Sydney, to whom the Admiral was nearly related, as he was likewise to the noble family of Grafton, being second cousin to his grace the present duke.—A portrait, and biographical memoir of Admiral Cosby are given in the XIVth volume of the NAVAL CHRONICLE, page 353.

Miss Beddick, eldest daughter of R. Beddick, Esq. agent of the royal naval hospital at Plymouth.

Jan. 9. Mr. D. S. M'Creary, late a midshipman on board the Eclipse: his death was occasioned by the following unfortunate accident:—one of the sailors who was assisting in repairing some firelocks, with the armourer, outside the midshipmen's birth, was examining the lock of a gun, which appeared not to have been in use for some considerable time (and which was not primed), when it unfortunately went off. The ball took the direction of the midshipmen's birth; passing through two deal boards, it went through the body of Mr. D. S. M'Creary, one of the midshipmen, and through the right thigh of the captain's clerk, passing between the legs of the purser, it lodged in the arm of a servant boy. Mr. M'Creary only survived the accident seven hours; the clerk and boy are in a fair way of doing well.



H.R Cook sculp.

CHARLES HARDY, KN^T.

[illegible] al of the White Squadron.

[illegible] by J. Gold 103 Shoe Lane Fleet Street.

BIOGRAPHICAL MEMOIR

OF THE LATE

SIR CHARLES HARDY, KNT.

ADMIRAL OF THE WHITE SQUADRON, GOVERNOR OF GREENWICH HOSPITAL, &C.

> " ———British virtue, theme of noblest song,
> Strong in her fleets, and in her armies strong,
> Like the firm cement of an ancient tow'r,
> Defies the rage of time, and ev'ry hostile pow'r." ANON.

IT is not a little remarkable, that the late Sir Charles Hardy, his father, and his grandfather, were all in the navy; and that each of them had the honour of being knighted, for his respective services.

His grandfather, Sir Thomas Hardy, was a native of the island of Guernsey. He entered into the navy, under the patronage of Admiral Churchill, whom he had served in the capacity of clerk, and who procured for him a lieutenant's commission. He was made commander in the Charles fire-ship, on the 6th of January, 1693; and, in the month of May following, he was removed into the Swallow prize, a small frigate, of 18 guns, which was stationed off Guernsey, to protect the trade of that island from the depredations of French privateers.—He is believed to have attained to the command of a ship of the line, very soon after his entrance into the service, and is thought to have been never unemployed; but the only mention which is made of him, during the reign of King William, is, that in October, 1696, when captain of the Pendennis, of 48 guns, he was employed to convoy the mast ships from Norway.

Soon after the accession of Queen Anne, Captain Hardy commanded the Pembroke, of 60 guns, in which he accompanied Sir George Rooke on the expedition against Cadiz. After the failure of that enterprise, Sir George, on his way to England, found his fleet deficient in water; in consequence of which he sent Captain Hardy, in the Pembroke, accompanied by the Eagle, the Stirling Castle, and several of the transports, to water in Logos Bay.

This circumstance incidentally led to the subsequent successful attack upon the Spanish galleons, at Vigo, under convoy of a French fleet. The enemy's ships, says Colliber, "consisted of fifteen men of war, from 76 to 42 guns, two frigates, and a fire-ship; of which five were brought off by the English, and one by the Dutch, the rest being either burnt or bilged. The galleons (which had run up the river as far as they conveniently could) were seventeen; four of which were taken afloat, and two ashore, by the English, and five by the Dutch: the others were burnt."

The manner in which Captain Hardy became apprised of the situation of the enemy, is related at length, by most of our naval historians. Charnock thus briefly states it:—

"His chaplain, a Mr. Beauvoir, a native of Jersey, happening to go on shore at Logos, where the Eagle, Pembroke, Stirling Castle, and some transports, had put in to water, fell, by accident, into company with the French consul, who incautiously boasted of the arrival of the Spanish galleons, under convoy of M. Chateau Renaud, but without mentioning at what port. Fortune still continuing in a favourable mood—a day or two after this, a messenger arrived from Lisbon, with despatches from the Imperial Minister for the Prince of Hesse, who was supposed to be still on board the fleet. By him the intelligence was confirmed, with the addition that Vigo was the place where the fleet in question, consisting of thirty ships of war, and twenty-two galleons, had put in for security. The chaplain with much adroitness contrived to decoy the messenger to go on board the Pembroke, although he knew the Prince of Hesse, whom he was in search of, had proceeded to Lisbon, in order that Captain Hardy might be the better satisfied of the truth of the information, and take his measures accordingly. The chaplain, the instant he got on board, although it was then the middle of the night, went to the captain, and informed him what he had learnt. This being confirmed in the morning, by the oral testimony of the messenger, Captain Hardy communicated the whole to Captain Wishart, the senior officer of the detachment."

On the receipt of this gratifying intelligence, Sir George Rooke bore away for Vigo, where the success which we have already stated, ensued. Sir George was so highly pleased with Captain Hardy's conduct on this occasion, that he sent him home with the news; in consequence of which he received the honour of knighthood, was presented with a thousand pounds, and was promoted to the command of the Bedford, a third rate, of 70 guns. His knighthood was thus announced in the gazette:—

"*St. James's, October* 31, 1702.

"Her Majesty has been pleased to confer the honour of knighthood upon Thomas Hardy, Esq. captain of her Majesty's ship Pembroke, in consideration of his good service, in gaining and giving to Admiral Rooke the intelligence, which was the occasion of our great success at Vigo."

In the Bedford, Sir Thomas Hardy accompanied Sir Cloudesley Shovel into the Mediterranean, in the following year; and, while there, he had the good fortune to capture a valuable ship from St. Domingo, laden with sugar.

In 1704, continuing in the same ship, he went again to the Mediterranean, with Sir George Rooke; and, in the memorable action off Malaga, on the 13th of August, he bore a very conspicuous part, the Bedford having seventy-four men killed and wounded.*—At the close of the year, having been removed into the Kent, he returned to England with Sir Cloudesley Shovel.

In the year 1706, he served under Sir Stafford Fairbone, in his expedition to the river Charente, and afterwards in that against Ostend. At the latter end of the same year, he commanded, as commodore, a small squadron which was ordered to cruise in soundings; a service in which he was not very successful, a French letter of marque, of 20 guns, being the most considerable of his prizes.

Sir Thomas continued to be engaged in this kind of service till the month of July, 1707, when he was ordered to escort, to a certain latitude, and under certain restrictions, the outward bound Lisbon fleet. When he was about a hundred leagues from the Lizard, six French men of war appeared in sight, which proved to be the squadron of M. du Guai Trouin. He gave chase to the enemy; but finding that he gained very little on them, he called a council, in which fourteen captains gave it as their opinion, that he should give over the chase, and bear away to protect the convoy. For this conduct, Sir Thomas Hardy, on his return to England, was brought to a court martial. He was honourably acquitted; but, in consequence of the complaint of some merchants, he was afterwards examined at the bar of the House of Lords. Campbell, however, in his "*Lives of the Admirals*," says, that he "gave so clear an account of his conduct, that the very members who had promised to support this complaint, desired it might be dismissed."

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* In the XVIth volume of the NAVAL CHRONICLE, page 458, an account is given of the battle off Malaga, from the *Life of Sir John Leake*, a scarce book, of which only fifty copies were printed.

Sir Thomas, thus fully exonerated from blame, continued to command the Kent till the beginning of the year 1708, when he was appointed first captain to Sir John Leake, who had just before been invested with the chief command of the fleet bound to the Mediterranean.* He was indebted for this appointment, according to the writer of Sir John Leake's life, to the express solicitation of Admiral Churchill. The proceedings of the Mediterranean fleet are fully related in our biographical memoir of its commander,† and it is here unnecessary to repeat them.

In the month of October following, Sir Thomas Hardy returned to England; and, from that time, till the beginning of 1711, he does not appear to have had any command. He was then promoted to the rank of rear-admiral of the blue; and, having hoisted his flag on board the Canterbury, of 60 guns, he was sent with four small ships of the line, and as many frigates, to blockade the port of Dunkirk. Notwithstanding his vigilance, however, several ships found means to escape, and others to enter that harbour. This was chiefly owing to a strong southerly, and south-west wind, which obliged him to quit his station, and to put into Yarmouth Roads. In the succeeding year, whilst cruising in the soundings, he captured six large French merchant ships, outward bound, which were richly laden; but, although they were taken before any orders had been issued for a suspension of hostilities, the administration thought proper to give them up, allotting to the captors a sum of money far inferior to their value.

The peace of Ryswic taking place almost immediately after this event, Sir Thomas Hardy struck his flag, and held no other appointment during the reign of Queen Anne.

At the accession of George the First, he was invested with the command at Plymouth, for the purpose of forwarding the equipment of a squadron, lest any formidable attempt should be made in favour of the Pretender.

In the spring of 1715, Sir Thomas Hardy, as second in command under Sir John Norris, sailed from the Nore, with a strong squadron, to join the fleets of Russia, Denmark, and Holland, in the Baltic, against the Swedes, who had seized and confiscated several English merchant vessels, under the pretence that they were assisting the Russians, with whom the Swedes were then at war, with arms and warlike stores. The confederates met, and remained in the Baltic till the middle of November; but the Swedes very prudently kept out of their reach; and, the season being too far advanced for any farther naval operations in those seas, the English squadron returned home.

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* *Vide* NAVAL CHRONICLE, Vol. XVI. page 466.

† *Ibid.*

According to some manuscript accounts, mentioned by Charnock, Sir Thomas Hardy was, in the following year, dismissed from the service; but is said to have been afterwards restored to his rank, and to have been made vice-admiral of the red. No cause whatever is assigned for the alleged dismission; nor, were it not from several concurrent testimonies, would the statement, from its improbability, seem to be deserving of credit. However, Sir Thomas does not appear, after this time, to have been called into actual service.—He died in retirement, in the month of August, 1732.

The earliest notice that we find of Sir Charles Hardy, the son of the preceding, is that, on the 28th of June, 1709, he was made captain of the Dunwich, and stationed as a cruiser in the German Ocean. In 1710, he captured a privateer, which had done considerable mischief amongst the coasting trade; and was afterwards sent to the West Indies, with the squadron under the command of Commodore Lyttleton. From this time, until 1718, we find no mention made of him; though he is supposed to have held several intermediate appointments. In the year just stated, he commanded the Guernsey, of 50 guns, one of the squadron sent to the Baltic under Sir John Norris, to act in conjunction with the Danish fleet against the Swedes. He returned to England, with the squadron, at the latter end of the year; and, in 1720, he was captain of the Defiance, a fourth rate, of 60 guns, one of the fleet again sent upon the same service, and under the same commander. At the end of the season, Sir John Norris returned home, and Captain Hardy quitted the Defiance.

We are again ignorant of the services on which he was employed, till the year 1726, when he was appointed to the Grafton, of 70 guns, one of the squadron which was intended to be sent to the

Baltic, under the orders of Sir Charles Wager, to overawe the Czarina; but, from illness, or some other cause, he resigned the command of the Grafton, before the squadron sailed.—He was next appointed to the Stirling Castle, of 70 guns, and ordered for the Mediterranean, where he served, during the two succeeding years, under Admiral Hopson and Sir Charles Wager; the latter having been, in the month of January, 1727, sent out with a reinforcement, and to take upon him the command, in consequence of the attack menaced by the Spaniards on the fortress of Gibraltar. The events of this expedition were unimportant.

Captain Hardy returned to England, with Sir Charles Wager, in the month of April, 1728; from which time, till the 6th of April, 1742, when he was promoted to the rank of Rear-Admiral, the only command that he is known to have had, was that of the Royal Caroline yacht. Just before his promotion, he was invested with the honour of knighthood. On the 7th of December, 1743, he was made a vice-admiral; and, on the 13th of the same month, he was appointed to be one of the commissioners of the Admiralty.

Early in 1744, Sir Charles commanded a division of the Channel fleet, under Sir John Norris; after which, in the same year, we find the following statement respecting him, in Entick's Naval History:—

> "The Mediterranean fleet, under the command of Admiral Matthews, being in the utmost necessity for stores and provisions, a considerable number of store-ships were ordered to be convoyed there by Sir Charles Hardy, with a squadron of eleven ships of the line, and a bomb-ketch. The vice-admiral, with the store-ships, set sail from St. Helens on the 18th of April, and conducted his convoy to Lisbon, where he was detained for a considerable time; for the French received early information of the stores to be conveyed to the Mediterranean; and as the detention of these supplies would prevent Admiral Matthews from attempting any thing, the French were determined to intercept or delay the passage of Vice-Admiral Hardy. Accordingly the Brest squadron, consisting of fourteen ships of the line, and six frigates, commanded by Monsieur Rochambault, sailed out, two by two, and met in the appointed latitude; from whence they proceeded to, and blocked up Sir Charles Hardy and the store-ships in the Tagus, who was afraid to put to sea while a superior fleet was waiting to intercept the convoy.
>
> "On the 6th of July, the Dutch squadron, of twenty men of war, commanded by Admiral Baccharest, arrived on the British coast, and was ordered to Portsmouth, where a large fleet was assembled under Sir John

Balchen, who was joined on the 15th of July by the Dutch squadron. As soon as the British ministry received intelligence that Sir Charles Hardy and the store-ships were blocked up in the Tagus, Sir John Balchen received orders to sail with the first favourable wind, and proceed in quest of the Brest squadron, to disengage Sir Charles Hardy from his detention at Lisbon."

We find that, on the 7th of August, Sir John Balchen sailed from Spithead, with a fleet of twenty-one ships, including the Dutch squadron, besides frigates, &c. and a convoy of two hundred merchantmen. He arrived off Lisbon on the 9th of September, released Sir Charles Hardy, and proceeded with him to Gibraltar, to victual and reinforce the garrison of that fortress. Having also supplied the Mediterranean fleet with stores, Sir Charles Hardy returned to England.

During his absence, he had been advanced from the blue to the red squadron; but he never attained a higher rank than that of vice-admiral, as he died at his house, in the Admiralty, on the 27th of November, 1744; "with the universal reputation," says Charnock, "of a truly honourable and worthy man."

We now proceed to the immediate subject of this memoir, Sir Charles Hardy, the son of Sir Charles, whose naval services we have just been tracing, and the grandson of Sir Thomas.

With the period of this gentleman's birth we are unacquainted; but we understand that, on the 10th of August, 1741, he was promoted to the rank of captain, in the Rye, of 20, or 24 guns, as the successor of Captain Lushington. In this ship he shortly afterwards sailed to Carolina, where he remained till the month of July, 1742; immediately subsequent to which period, he was employed in cruising off the coast of Georgia, on which colony the Spaniards had effected a formidable descent.*—Lieutenant Suther-

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* This event is thus mentioned in the gazette, under the date of Charlestown, South Carolina, July 7, 1742:—

"By an express from General Oglethorpe we have advice, that on Monday the 5th instant, a Spanish fleet, of 32 sail, consisting of three ships of 20 guns, two large snows, three schooners, four sloops, the rest half galleys, after having hovered about the bar for seven days, and having then a strong easterly wind, came into Joky Sound, and that having stood the fire of 150 shots from the 18-pounders at St. Simon's fort, and from the ships and vessels that lay under that fort, they passed through the Sound without once attempting to board any of our vessels, but firing very smartly, land, of General Oglethorpe's regiment, in his official account of the proceedings at Georgia, under the date of July 22, says:—"A few days afterwards the men of war from Charlestown came off Simon's Bar; and Captain Thompson, with some volunteers from Carolina, one guard schooner, and two gallies, came into St. Simon's harbour; and Captain Hardy, of the Rye man of war, receiving a message from the general by Lieutenant Maxwell, who went on board him, sent for answer—that he would take a cruise with the rest of the king's ships."

In 1744, Captain Hardy commanded the Jersey, of 60 guns; and, by commission bearing the date of June 9, in the same year, he was appointed governor, and commander in chief, of the island of Newfoundland, with the port of Placentia, and all its dependencies. This command appears to have been of very short duration, as he returned to England at the conclusion of the year. On his passage home, some of the ships under his convoy were captured; a circumstance which was investigated by a court martial, held on the 2d of February, 1745. He had the satisfaction of being honourably acquitted.

Continuing in the command of the Jersey, Captain Hardy, in the month of July following, had a very severe encounter, which lasted between two and three hours, with a French man of war, near the Straits' mouth. The action is thus recorded in the gazette:—

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proceeded up the river out of the reach of the guns, a little below Gascoigne's Bay, where they landed their forces, to the number of near 5000 men, at the same time hoisting a red flag at the mizen-top-mast head of one of the largest ships. Whereupon the general having done all he could to annoy the enemy as they landed, and having nailed up the guns, burst the bombs and the cohorne, &c. was at last obliged to retire with his troops from the camp at St. Simon's to Frederica, seven miles up the river.

"By advice of his Majesty's council here, notice of what is above has been sent to the governors and commanders of his Majesty's ships of war in the neighbouring colonies, desiring their assistance; and letters have been also sent to General Wentworth, Governor Trelawney, of Jamaica, and Admiral Vernon, on the same subject.

"The Flamborough man of war, of 20 guns, and a row-galley belonging to this government, with two of his Majesty's sloops of war, the Swift and Hawke, are already despatched from hence to the assistance of Georgia; and in a day or two his Majesty's ship the Rye, of 20 guns, together with another row-galley will sail to its relief."

" *Lisbon, July* 28, *N.S.*

" His Britannic Majesty's ship, which fell in with the French man of war, called the St. Esprit, of 74 guns, near the Straits' mouth, was the Jersey, of 60 guns, Captain Hardy. The engagement lasted from half an hour past six in the evening, till nine, when the French man of war bore away on her return to Cadiz to refit. We hear that the St. Esprit had lost her foremast, bowsprit, and twenty men, in the action."

In 1746 and 1747 Captain Hardy served in the Mediterranean, under Vice-Admiral Medley; but whether he continued in the Jersey till the end of the war is uncertain.

In July, 1749, shortly after the peace of Aix-la-Chapelle, he married a daughter of Bartholomew Tate, of Delapree, in the county of Northampton, Esq.

The next information respecting him is, that, in 1755, the year before war was declared against France, he was appointed governor of New York. On the 12th of April, in the same year, believed to be about the time that he received the commission just mentioned, his Majesty was graciously pleased to confer on him the honour of knighthood.

On the 4th of June, 1756, whilst absent on his government, he was promoted to the rank of rear-admiral of the blue squadron; and, on the 6th of May, 1757, his rear-admiral's commission having been forwarded to him, at New York, he hoisted his flag on board the Nightingale. He afterwards removed it into the Sutherland, of 50 guns, and, agreeably to orders, prepared to put to sea with all the ships of war which he could collect, as convoy to the fleet of victuallers and transports, which were intended to convoy Lord Loudon and his troops to Halifax, preparatory to the intended attack upon St. Louisbourg. Sir Charles was for some time kept in a state of uncertainty as to the arrival of Vice-Admiral Holbourne, who was daily expected from England with a formidable fleet, and as to the situation and force of the enemy, at the proposed point of attack. At length, two vessels, which had been despatched to reconnoitre the neighbouring coast, returned, without having seen any thing of the enemy; in consequence of which Sir Charles immediately put to sea, from Sandy Hook, with the following squadron:—

Ships.	*Guns.*	*Commanders.*
Sutherland	50	Sir Charles Hardy, Rear-Admiral of the Blue. Captain Falkingham.
Nightingale	20	——— J. Campbell.
Kennington	20	——— Dudley Digges.
Vulture	16	——— S. Salt.
Ferret	14	——— Ar Upton.

Sir Charles Hardy arrived safely at Halifax, with his whole charge, comprising (the ships of war included) 101 sail;* and, on the 9th of July, he was joined by Vice-Admiral Holbourne, who immediately took upon himself the chief command of the whole force, consisting of the following ships; Sir Charles removing his flag into the Invincible, as second in command:—

Ships.	*Guns.*	*Commanders.*
Newark	80	Francis Holbourne, Esq. Vice-Admiral of the Blue. Captain W. Holbourne.
a Invincible	74	Sir Charles Hardy, Rear-Admiral of the Blue. Captain John Bentley.
Grafton	70	Charles Holmes, Esq. Commodore. Captain Thomas Cornewall.
a Terrible	74	——— R. D. Collins.
Northumberland	70	——— Lord Colvill.
a Orford	66	——— Rd. Spry.
a Bedford	64	——— Thorpe Fowke.
a Captain	64	——— John Amherst.
a Nassau	64	——— James Sayer.
a Defiance	60	——— Pat. Baird.
a Kingston	60	——— W. Parry.
Nottingham	60	——— Samuel Marshall.
a Sunderland	60	——— George Mackenzie.
a Tilbury	60	——— Henry Barnsley.
a Windsor	60	——— Samuel Faulkner.
Centurion	50	——— W. Mantell.

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* The precise date of his arrival is doubtful. According to some accounts, he sailed from Sandy Hook on the 25th of May, and reached Halifax on the 5th of June; but other statements represent him not to have left Sandy Hook till the 20th of June, and not to have arrived at Halifax till the 30th of the same month. The latter seems to be the more probable account.

a Arrived from England, with Vice-Admiral Holbourne.

Ships.	*Guns.*	*Commanders.*
Sutherland	50	Captain Edward Falkingham.
Kennington	20	——— Dudley Digges.
Nightingale	20	——— J. Campbell.
a Port Mahon	20	——— Samuel Wallis.
Success	20	——— Paul H. Ourry.
Winchelsea	20	——— John Rous.
Baltimore	16	——— Thomas Owen.
Jamaica	14	——— Samuel Thompson.
a Hawke	14	——— Henry Bradley.
Vulture	14	——— John Scaife.
Hunter	12	——— John Laforey.
a Gibraltar's Prize	12	——— John Stott.
Cruizer	10	——— Edward Parke.
a Otter	10	——— W. Tucker.
Ferret	10	——— Ar. Upton.
Spy	10	——— W. Payne.
Speedwell	8	——— R. Bond.
Furnace, bomb	8	——— W. Williamson.
Grenado, do.	8	——— R. Hawthorne.
Lightning, fire-ship	8	——— Henry Martin.

The season was now very far advanced; notwithstanding which, the preparations for the attack upon Louisbourg were carried on by the respective commanders. It was not, however, till the beginning of August that the armament was ready to sail. On the 4th of that month, an express arrived from Captain Edwards, the governor of Newfoundland, with the information, that one of his cruisers had taken a vessel, from St. Louisbourg, with despatches; from which he had learnt, that the enemy's force in that harbour consisted of 18 sail of the line, five large frigates, and about 7000 regular forces on shore. In consequence of this intelligence, a council of war, composed of naval and military officers, was immediately held; and it was resolved—"that, considering the great strength of the enemy, and the advanced season of the year, it was expedient to postpone the attack upon Louisbourg; and that the troops should proceed to the different places where the public service required them." The troops were accordingly disembarked, and marched to winter quarters.

Some suspicions, however, arose, that the French vessel, alluded to above, might have been thrown into the way of the Newfoundland cruisers, for the purpose of being captured, in or-

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a Arrived from England, with Vice-Admiral Holbourne.

der that her despatches might impress the English with an exaggerated notion of the French force at Louisbourg. Vice-Admiral Holbourne, to satisfy himself upon this point, sailed from Halifax, on the 16th of August: on the 20th, being close in with the harbour of Louisbourg, he found that the enemy's force was fully equal to what it had been represented, and that they were making preparations to sail. At night he bore away for Halifax; where, on his arrival, on the 11th of September, he found Captain Geary, with the following reinforcement, from England:—

Ships.	*Guns.*	*Commanders.*
Somerset	64	Captain Francis Geary.
Devonshire	64	—— William Gordon.
Eagle	60	—— Hugh Palliser.
York	60	—— Hugh Pigot.

This addition of strength induced the commander in chief to put to sea again, and to cruise off Louisbourg, under the hope that, should the enemy come out, he might be able to attack them to great advantage. Unfortunately, on the evening of the 24th of September, the fleet being about twenty leagues to the southward of its station, the wind came on to blow hard from the east: in the night it veered round to the south, and blew a perfect hurricane, which continued until eleven the next day; and, had it not then suddenly shifted to the north, the whole fleet, in all probability, would have incurred utter destruction, as it was then close in with the rocks off Cape Breton. Even under this favourable circumstance, the injury and loss were very severe.*

After the storm, Vice-Admiral Holbourne collected his squadron

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* The following is a list of the ships which particularly suffered, with the damages which they respectively sustained:—

Ships.	*Damages.*
Newark	six guns thrown overboard.
Invincible	lost three men, with her main and mizen-mast.
Grafton	lost her main-mast, mizen-mast, and rudder; steered home by a machine.
Captain	dismasted.
Sunderland	do.
Bedford	do.
Devonshire	do.
Windsor	do.
Nassau	do. arrived in England with nine feet water in the hold.

together; and Sir Charles Hardy, having resigned his government, returned to England with those ships which were the most disabled.

On the 7th of February, 1758, he was made rear-admiral of the white squadron; and, having hoisted his flag in the Captain, of 68 guns, he was ordered again to New York, for the purpose of forwarding the necessary arrangements for a second attempt upon Louisbourg. He for some time cruised off that harbour, with the view of intercepting any supplies which the enemy might send out; but, notwithstanding his vigilance, the French, favoured by thick fogs and tempestuous weather, got safe into Louisbourg, with a strong squadron of ships of war, under the command of M. de Chaffaut. Sir Charles, however, succeeded in taking the Foudroyant, of 22 guns, the ship which was annually sent from France to Quebec, with stores and ammunition for the garrison. Captain Boyle, in the Boreas, also captured the Diana, a French frigate, of 36 guns.

Admiral Boscawen arrived at Halifax, on the 9th of May, and assumed the command of the fleet; a list of which we have given, in our memoir of that officer.* On the 28th of the month, the admiral left Halifax, for Louisbourg; off which he was joined by Sir Charles Hardy, on the 14th of June. Sir Charles, on this occasion, had his flag on board the Royal William, of 84 guns, as second in command.—In the course of the ensuing night, he was blown off to sea, by a violent gale of wind; but returned, without having experienced any disaster.

Ships.	*Damages.*
Prince Frederick	dismasted, and was obliged to bear away for St. John's, Newfoundland.
Centurion	do. and ten guns thrown overboard.
Eagle	do. threw fifteen guns overboard, and arrived in England with eight feet water in the hold.
Nottingham	lost her mizen-mast, and twelve guns thrown overboard.
Kingston	sixteen guns thrown overboard.
Tilbury	wrecked, captain and many of the crew perished.
Nightingale	lost her mizen-mast, four men, and twenty guns.
Cruiser	do. three men, and ten guns.
Ferret	foundered, the crew perished.

The French fleet also felt the bad effects of this tempest, several of their ships being considerably damaged. They sailed for Louisbourg in October; and those which escaped our cruisers arrived at Brest, at the end of November, in a most crippled condition.

* *Vide* NAVAL CHRONICLE, Vol. VII. page 202.

During the remainder of the siege, he was employed in blocking up the harbour, as well for the purpose of shutting in five ships of the line which were lying there, as for preventing the enemy from receiving any supplies. In this service he was extremely vigilant and active, and his success was commensurate with his activity; as, excepting the Bienfaisant, which afterwards fell into the hands of the English, all the ships of the line were destroyed. The Apollo, of 50 guns; the Fidelle, of 36 guns; the Chevre, and the Biche, of 16 guns each, were sunk at the entrance of the harbour: the Echo, of 32 guns, in attempting to get out, was captured by Sir Charles; so that, of the whole naval force which was in the harbour, at the period of the investiture, amounting to five ships of the line, one of 50 guns, four frigates, and two corvettes, the Comette and Bizarre frigates were all that got off. The latter, indeed, made her escape on the very day that the troops were landed; consequently, before the siege could be said to be formed.

Louisbourg surrendered, by capitulation, on the 26th of July;* after which, Sir Charles Hardy was detached, with seven sail of the line, and three frigates, to convoy three battalions of land forces, and a detachment of artillery, under the command of Brigadier-General Wolfe, to Gaspè, for the purpose of destroying the French settlements in the gulf of St. Lawrence. Having accomplished this service, he rejoined Admiral Boscawen; and, in the month of October, both of the commanders returned to England, with the following squadron:—

Ships.	*Guns.*	*Ships.*	*Guns.*
Namur	90	Trent	28
Royal William	84	Boreas	28
Somerset	64	Echo	28
Bienfaisant (prize)	64		

On the 27th of October, being in soundings, they fell in with the following French squadron, from Quebec, under the command of M. de Chaffaut:—

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* The Hon. Captain Edgecombe, of the navy, and Captain Amherst, [illegible] to General Amherst, the military commander at the siege, were sent to England with the news of the surrender of Louisbourg. They were [illegible] [illegible]ly received by his Majesty, and received a present of 500l. [illegible] The colours which were taken at Louisbourg were deposited in St. [illegible]

Ships.	*Guns.*	*Ships.*	*Guns.*
Le Tonnant	80	Le Prothée	64
L'Intrepide	74	Le Belliqueux	64
L'Hero	74		

The hostile squadrons passed each other on contrary tacks, and exchanged broadsides; after which, the English wore and gave chase; but the enemy had so much the advantage in sailing, that they got off. However, the Carnarvon, East India ship, which had been captured by the French on the preceding day, was retaken. The English squadron arrived safely at Spithead, on the 1st of November.

In February, 1759, Sir Charles Hardy was promoted to the rank of vice-admiral of the blue squadron. This year he served as second in command of the Channel fleet, under Sir Edward Hawke, and was slightly concerned in the memorable and glorious encounter with the French fleet under M. Conflans.* A chaplain of one of the ships which were present, says:—" Sir Charles Hardy, in the Union, with the Mars, Hero, and several other ships, were crowding to the admiral's assistance, when the retreat of the French, covered by the obscurity of the evening, put an end to the engagement."

In 1760, Sir Charles Hardy was employed upon the same station; his flag being the greater part of the year on board the Mars. However, the recent defeat of the French having effectually prevented them from putting to sea, nothing particular occurred to him; excepting that, in the middle of September, having sprung all his masts in a heavy gale of wind, he was under the necessity of coming into port. He put to sea again in the month of October; and, on joining the commander in chief, in the Bay of Biscay, he shifted his flag into his old ship, the Union.

The year 1761, during which he remained upon the same station, was passed in a manner equally uninteresting as the preceding.

In 1762, he commanded, alternately with Sir Edward Hawke, the squadrons stationed off Brest, which relieved each other successively, for the purpose of watching the shattered remnant of the French naval force. " Indeed," as Charnock observes, " the history of Sir Charles is so closely implicated during this period with that of Sir Edward, his superior in command, that the history of the former might in great measure suffice for that of the latter, with a mere change of name."

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* For the official details of this action, the reader is referred to the biographical memoir of Lord Hawke, in the seventh volume of the NAVAL CHRONICLE, page 461, *et seq.*

On the 21st of October, 1762, he was made vice-admiral of the white; and, after the conclusion of the peace, in the succeeding year, he enjoyed a long relaxation from the fatigues of public service.

On the 3d of November, 1767, Sir Charles Hardy was one of the supporters of the canopy at the funeral of his Royal Highness the Duke of York; on the 28th of October, 1770, he was promoted to the rank of admiral of the blue; on the death of Admiral Holbourne, in 1771, he was appointed master and governor of Greenwich Hospital; in 1774, he was elected member of parliament for the borough of Plymouth; on the 23d of January, 1778, he was made admiral of the white; and, on the 19th of March, 1779, on the resignation of Admiral Keppel, he was appointed commander in chief of the Channel fleet.

At the period here mentioned, the Channel fleet was formidable in numbers; but many of the ships were deficient in men, and in other respects very unfit for service.—Most of our readers will recollect, that, in August, 1779, whilst Sir Charles was thus circumstanced, the Spanish fleet, from Cadiz, formed a junction with that of France, from Brest, and entered the Channel. As the documents must be considered as curious, we shall here take the opportunity of displaying the respective force of the contending powers, upon this occasion. The following, therefore, is

A list of the Channel fleet, in the order of battle, on the 31st of August, 1779, when it fell in with the fleets of France and Spain;—the Resolution to lead with the starboard, and the Bedford with the larboard tacks on board:—

Ships	*Guns.*	*Men.*	*Commanders.*	*Division.*
Resolution	74	600	Captain Sir Chaloner Ogle.	Van. Commanded by George Darby, Esq. Vice-Admiral of the Blue.
Invincible	74	600	—— John Laforey.	
Alfred	74	600	—— William Bayne.	
Culloden	74	600	—— George Balfour.	
Ramillies	74	600	—— John Moutray.	
Duke	98	750	—— Sir Charles Douglas.	
Britannia	100	872	George Darby, Esq. Vice-Admiral of the Blue. Capt. M. Pole.	
Union	90	750	—— J. Dalrymple.	
Alexander	74	600	—— Lord Longford.	
Marlborough	74	600	—— Tayler Penny.	
Defence	74	600	—— John Simmonds.	
Intrepid	64	500	—— Hon. H. St. John.	

Ships.	*Guns.*	*Men.*	*Commanders.*	*Division.*
Royal George	100	867	Sir J. L. Ross, Rear-Admiral of the Blue. Capt. John Colpoys.	CENTRE. Commanded by Sir Charles Hardy, Admiral of the White, and Commander in Chief.
Thunderer	74	600	—— Hon. B. Walsingham.	
Cumberland	74	600	—— Jos. Peyton.	
Courageux	74	650	—— Lord Mulgrave.	
Triumph	74	650	—— Ph. Affleck.	
London	98	750	—— Samuel Cornish.	
Victory	100	894	Sir Charles Hardy, Admiral of the White. 1st Captain, R. Kempenfelt. 2d Captain, H. Collins.	
Foudroyant	84	700	Capt. John Jervis.	
Formidable	98	750	—— John Stanton.	
Terrible	74	600	—— Sir R. Bickerton.	
Monarch	74	600	—— Adam Duncan.	
Berwick	74	600	—— Hon. K. Stewart.	
Bienfaisant	64	500	—— John Macbride.	
Shrewsbury	74	600	—— M. Robinson.	REAR. Commanded by Robert Digby, Esq. Rear-Admiral of the Blue.
America	64	500	—— S. Thompson.	
Hector	74	[illegible]	—— Sir J. Hamilton.	
Centaur	74	600	—— J. N. P. Nott.	
Namur	90	750	—— Charles Fielding.	
Prince George	98	767	Robert Digby, Esq. Rear-Admiral of the Blue. Captain Patten.	
Queen	90	750	Capt. Alex. Innes.	
Egmont	74	600	—— J. C. Allen.	
Canada	74	600	—— H. Dalrymple.	
Prudent	64	500	—— T. Burnet.	
Valiant	74	650	—— S. C. Goodall.	
Bedford	74	600	—— Edmund Affleck.	

Frigates, &c. attached to each Division.

Ships.	*Guns.*	*Ships.*	*Guns.*
	VAN.		
Ambuscade	32	Infernal, fire-ship	
Triton, to repeat signals	28	Pluto, ditto	
	CENTRE.		
Romney	50	Apollo, to repeat signals	32
Southampton	32	Firebrand, fire-ship	
Milford	28	Incendiary, do.	
Lizard	28	Young Hazard, cutter	
Cormorant	14	Peggy, do.	
Swallow	14	George, do.	
Kite	12	Holderness, do.	
Wolf	12		

REAR.

Ships.	Guns.	Ships.	Guns.
Porcupine	20	Salamander, fire-ship	
Andromeda, to repeat signals	32	Furnace, do.	

The succeeding is

A list of the combined French and Spanish fleets, in the order of battle, commanded by le Comte d'Orvilliers and Don Cordova.

Ships.	Guns.	Ships.	Guns.
Le Citoyen	74	Le Neptune	80
Saint Miguel, Espagnol	70	Vincidor, Espagnol	70
L'Auguste, chef	80	Le Destin	74
Le Prothée	64	Le Saint Joachim, Espagnol	70
Saint Pablo Espagnol	70	Saint Isabel, chef	70
Le Veillé	64	Le Bourgoyne	74
Arrogante, Espagnol	70	Le Solitaire	64
La Ville de Paris, chef	100	L' Hercule	74
Le Glorieux	74	Septentrion, Espagnol	64
Serio, Espagnol	70	Le Saint Esprit, chef	80
Saint Pedro, Espagnol	70	L' Intrepide	74
L' Indien	64	Saint Angel Garde, Espagnol	70
Saint Josef, chef	70	La Bizarre	64
Le Palmier	74	Le Conquerant	74
La Victoire	74	El Rayo, chef Espagnol	80
Le Zodiaque	74	Saint Damas	70
Guerrero, Espagnol	74	L'Actionnaire	64
Saint Vincente, chef	80	L'Alexandre	64
Le Scipion	70	Le Brillant, chef Espagnol	70
Le Bien Aimé	74	Saint Louis, chef Espagnol	80
L' Actif	74	Le Caton	64
Saint Carlos, Espagnol	80	Le Pluton	74
Le Bretagne, chef	110		

Corvettes, Frigates, Luggers, and Cutters.

L'Aigrette
La Favorite
La Surveillante
Le [illegible]
La Bellone
[illegible]
La [illegible]
La [illegible]
Le Chasseur
L'Atalante
L'Espiègle
La [illegible]
La Concorde
L' [illegible]
La Diane
Le [illegible]
Le Mutin
Santa des Carmen
Santa Catharina
La Magicienne

Spanish Squadron of Observation.

Trinidade Espagnol, chef	116
Monarca	70
Saint Paschal	80
Saint Nicholas	70
Saint Rafael	70
Saint Eugenio	70
Princessa	70
Atlante	70
Velasco	70
Saint Francis de Paule	70

Saint Francis d'Assise	70
Galicia	70
Diligente	70
Saint Isidore	70
Astato	64
Ferdinando	80
Saint Isidro	64

Frigates.

Sainte Rosalia
Sainte Gertrudis

Light Squadron.

Le Saint Michel	60
Espagne	64
La Couronne	80
Migno	60
Le Triton	64

Bombs.

Le Pluvier
Le Saumon

Fire-ships.

Le Menagere
Le Dashwood
Le Boudeuse
Santa Rasa
Jupiter
Emeralde

French and Spanish

Armed en flute.

Regla
Annontiation

Spanish Hospital Ship.

Santa Rita

RECAPITULATION.

	Guns.
Squadron of Observation	1,244
White and Blue Squadron	1,088
White Squadron	1,138
Blue Squadron	1,066
Light Squadron	328
Total	4,854

It was, we believe, on the 15th of August, that the above fleet, having eluded the notice of Sir Charles Hardy, entered the Channel, and appeared before Plymouth. Some of the French frigates even anchored in Cawsand Bay, and took a few coasting vessels; and, on the 16th, the Ardent, of 64 guns, mistaking the enemy's fleet for the British, was also captured. Sir Charles, who had been forced out of the Channel, by strong easterly winds, entered it on the 31st; but, reflecting that the fate of his country was, in a great measure, supposed to be connected with that of the fleet under his command, he thought it expedient, considering the inferiority of his force, to act merely on the defensive; and the French and Spaniards, after traversing the Channel for a short period, without attempting any enterprise of note, returned to their own ports, without any other advantage than that of not having been defeated.

At the latter end of the year, the Channel fleet returned into port, to refit. In the spring, Sir Charles Hardy was preparing to resume the command; but, unfortunately, an apoplectic fit suddenly carried him off, at Portsmouth, on the 8th of May, 1780; and the country was thus deprived of a very active and able commander. He was buried a few days after, with the customary honours due to his rank; the whole fleet, during the procession, remaining with their colours half-staff up, and firing minute guns.

Of this respected and much regretted officer, Charnock thus briefly sums up the character:—" Brave, prudent, gallant, and enterprising, without the smallest ostentatious display of his noble qualities—generous, mild, affable, and intelligent—his virtues commanded the most profound respect, enabling him to pass through days, when the rage and prejudice of party blazed with a fury nearly unquenchable, without exciting envy or dislike, without even furnishing to the most captious man of party the smallest ground of reprehension or complaint."

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

PRESENT STATE OF THE ISLAND OF MADEIRA.

MADEIRA was first discovered by Joas Gonzales Zarco, a Portuguese, on the 2d July, 1419: it is about 55 English miles in length, and 10 in breadth. Funchal is the capital of the island, and residence of the governor. The population, forty years ago, was 63,913 souls.

The weather is, in general, mild and temperate: in summer it is very moderate on the higher parts of the island, whither the better sort of people retire for the season; and in the winter the snow remains there for several days, whilst it is never known to continue above a day or two in the lower parts. The common people of this island are of a tawny colour, and well shaped; though they have large feet, owing, perhaps, to the efforts they are obliged to make in climbing the craggy paths of this mountainous country.

Their faces are oblong; their eyes dark; their hair naturally falls in ringlets, and begins to crisp in some individuals, which may be owing to inter-marriages with negroes: in general they are hard featured, but not disagreeable. Their women are too frequently ill-favoured, and destitute of the florid complexions of northern ladies: they are small, have prominent cheek-bones, large feet, an ungraceful gait, and the colour of the darkest brunette. The just proportion of their bodies, the fine form of their hands, and their large lively eyes, seem in some measure to compensate for these defects.

The labouring men, in summer, wear linen trowsers, a coarse shirt. a large hat, and a long cloak, which they sometimes carry over their arm. The women wear a petticoat, and a short corselet, or jacket, closely fitting their shapes, which is a simple, and often not an inelegant dress. Those that are unmarried tie their hair on the crown of their head, on which they wear no covering. The country people are exceedingly sober and frugal; their diet, in general, consisting of bread and onions, or other roots, and very little animal food. Their common drink is water, or an infusion of the remaining rind or skin of the grape (after it has passed through the wine press), which, when fermented, acquires some tartness or acidity, but cannot be kept very long. The wine for which the island is famous, and which their own hands prepare, seldom, if ever, regales them. Their principal occupation is the planting and raising of the vines; but as that branch of agriculture requires little attendance, as the warmth of the climate renders great provision against the inclemencies of the weather unnecessary; these circumstances, and the ease with which the cravings of appetite are satisfied, must tend to render the inhabitants indolent, especially when not stimulated to industry by an active government. The vineyards are held only on an annual tenure, and the farmer reaps but four-tenths of the produce; four-tenths are paid in kind to the owner of the land, one-tenth to the king, and one-tenth to the clergy. Oppressed as they are, however, they have preserved a high degree of cheerfulness and contentment; their labours are commonly alleviated with songs, and in the evening they assemble from different cottages to dance to the drowsy music of the guittar. The inhabitants of the towns are more ill-favoured than the country people, and often pale and lean.

The men wear French clothes, commonly black, which do not seem to fit them, and have been in fashion in the polite world about half a century ago. Their ladies are delicate, and have agreeable features; but the characteristic jealousy of the men still locks them up, and deprives them of a happiness which the country people, amidst all their distresses, enjoy. Many of the better sort of people are a kind of *petite noblesse*, which we would call *gentry*, whose genealogical pride makes them unsociable and ignorant, and causes a ridiculous affectation of gravity. The landed property is in the hands of a few ancient families, who live at Funchal, and in the various towns on the island.

Madeira consists of one large mountain, whose branches rise every where from the sea towards the centre of the island, converging to the summit, in the midst of which is an excavation called the *Val* by the inhabitants, always covered with a fresh and delicate herbage.

The stones on the island seem to have been in the fire, are full of holes, and of a blackish colour: in short, the greater part of them are lava. The soil of the whole island is a tarras mixed with some particles of clay, lime, and sand, and has much the same appearance as some earths on the island of Ascension. From this circumstance, and from the excavation on the summit of the mountain, it is probable that in some remote period a volcano has produced the lava and the ochreous particles, and that the *Val* was formerly the crater.

Many rivulets and brooks descend from the summits in deep chasms or glens, which separate the various parts of the island; the beds of the brooks are in some places covered with stones of all sizes, carried down from the brows of the precipices by the violence of the winter rains or floods of melted snow. The water is conducted by wears or channels through the vineyards, where each proprietor has the use of it for a certain time. Plantations of eddoes are common on this island, whose roots are eaten by the country people, and whose leaves serve to feed the hogs. The sweet potatoe is planted for the same purpose, and makes a principal article of diet; together with chestnuts, which grow in extensive woods on the higher parts of the island, where the vine will not thrive. Wheat and barley are likewise sown, especially in places where the vine is decaying through age; but the crops do not produce above three months' supply, and the inhabitants are obliged to have recourse to other articles of food, besides importing considerable quantities of provisions from North America in exchange for wine.

The great produce of Madeira is the wine, from which it has acquired fame and support. Where the soil, exposure, and supply of water will admit, the vine is cultivated. One or more walks, about a yard or two wide, intersect each vineyard, and are included by a stone wall two feet high. Along these walks, which are arched over with laths about seven feet high, they erect wooden pillars at regular distances, to support a lattice work of bamboos, which slope down on each side of the walk, till it is only a foot and a half or two feet high, in which elevation it extends over the whole vineyard. The vines in this manner are supported from the ground, and the people have room to root out the weeds that spring up among them. In the season of the vintage they creep under this lattice-work, cut off the grapes, and lay them into baskets; some bunches of these grapes weigh six pounds and upwards. Ripening the grapes in the shade contributes to give the Madeira wines that excellent flavour and body for which they are so remarkable. The enclosures of the vineyards consist of walls, and hedges of prickly pear, pomegranates, myrtles, brambles, and wild roses. The gardens produce peaches, apricots, quinces, apples, pears, walnuts, chestnuts, and many other European fruits, together with now and then some of the tropical plants, such as bananas, guavas, and pine-apples.

All the common domestic animals of Europe are likewise found at Madeira; and their mutton and beef, though small, are very well tasted. Their horses are small, but sure-footed, and with great agility climb the difficult paths, which are the only means of communication in the country. They have no wheel carriages of any kind; but in the towns they use a sort of dray or sledge, formed of two pieces of plank joined by a cross piece, which make an acute angle before: these are drawn by oxen, and are used to transport casks of wine, and other heavy goods, to and from the warehouses.

The animals of the feathered tribe, which live wild here, are more numerous than the wild quadrupeds; there being only the common grey rabbit here, as a representative of the last-mentioned class. Tame birds, such as turkeys, geese, ducks, and hens, are very rare, which is, perhaps, owing to the scarcity of corn.

There are no snakes whatsoever in Madeira; but all the houses, vineyards, and gardens swarm with lizards. The friars of one of the convents complained to Mr. Forster, that these vermin destroyed the fruit in their gardens: they had, therefore, placed a brass kettle on the ground to catch them, as they are constantly running about in quest of food, and as, when once in the kettle, they cannot get back again, on account of the smoothness of its sides. The shores of Madeira, and the neighbouring isles, are but very indifferently supplied with fish; consequently, in order to the rigid observance of Lent, they are forced to import dry fish from Newfoundland, and pickled herrings from Gottenburg.

The appearance of Funchal Bay is very singular by night as well as beautiful by day: the lights rising one over another up to the mountain chapel have a very pleasing effect.

The air of this island is so clear and salubrious, that there are always a great number of individuals from the northern parts of Europe residing here; especially those who have pulmonic complaints. It is not, however, exempted from fevers and other continental diseases; for I was told by an English physician, a resident on the island, that during the months of September and October, 1802, it had been visited by the same epidemic catarrhal fever which made such ravages in the months of December, January, and February following in England, and on the continent.—JOHNSON'S *Oriental Voyager.*

EARTHQUAKE OFF LISBON.

OFF Lisbon we had a foul wind, blowing hard all night and the next forenoon, when it suddenly dropped to a calm, leaving a heavy cross popling swell.

The people were all at dinner, when a general alarm spread quickly throughout the ship, above and below, occasioned by a violent tremulous motion of the ship, as if likely to shake to pieces. The guns and carriages actually rattled on the decks, and, in our more deliberate thoughts afterwards, we could compare the agitation of the ship to nothing but that of a vessel driven violently by a very strong current, or tide, over a hard gravelly bottom, which she raked all the way.

The consternation in every countenance was stronger than language can describe, for no one could divine the cause, though all expected immediate destruction. A rumbling noise accompanied the agitation, arising gradually, but speedily, from the bottom upwards. It lasted between two and three minutes; subsided, and left us as if nothing had happened.

The first thing ordered was to sound the well; all was right there. The next was to try for soundings, but none were found with more than two hundred fathoms. During this the gunner was called on the quarter-deck and examined as to the powder magazine, and when any one was last there. He declared that no person whatever had been there that day. The first lieutenant was ordered to go down with the gunner and examine all below, and I was ordered to attend them. We found every thing as it should be.

In the course of this search, the gunner, who was an old man, swore he knew what it was, and affirmed it to be an earthquake. This account, added to his being an Irishman, made us both laugh heartily at him, although our errand was not of a very laughable nature.

In making his report to the captain, the lieutenant told him what the gunner said of its being an earthquake, which created another laugh on deck. However, the old gunner was called aft, and directed to explain himself. He said he was on board a merchant ship, lying at anchor in the port, at the time of the great earthquake at Lisbon, in 1755; and, from the effect it had on that vessel, he concluded this to have arisen from a similar cause. There was no denying the justice of this, yet not an officer on board could be persuaded it was probable; and, from arguing upon it, we deemed it impossible, from the immense body and weight of water, more than two hundred fathoms deep, that any thing afloat on the surface could be so violently and strangely affected by the concussion of the earth beneath.

I have noticed the consternation that so strongly and generally affected all on board during the shock; the rumbling noise excepted, all was still as death. But, the instant the orders were given by the captain to sound the well, and let the top-sail hallyards run, the difference between the British and foreign seamen on board was remarkably conspicuous. The former jumped about as alert as ever, seemingly rejoiced to be recovered from their panic; while the other poor miserable looking dogs of Italians, and other roman catholics we had shipped up the Mediterranean, were most of them on their knees, and some flat on their faces crossing themselves as true devotees. Many of them were known to have repeatedly committed murder and every species of villany; which sins having purchased absolution from, they were hardened and wicked enough to boast of.

I remember one fellow in particular, who acknowledged the commission of seven murders, from all which he had been absolved by his priest. This very scoundrel, and others of the same stamp, as soon as they could open their mouths after the general panic ceased, roared out lustily to Saint Antony and other saints for help; nor could any thing induce them to move, until the boatswain, quite out of patience, swore he had a saint would save and cure them better than Saint Antony or all the saints in their calander; this was Saint Rattan, whose aid he and his mates invoked so heartily, as to recover them all in a very short time; liberally and literally bestowing crosses for them to carry on their shoulders for some days.

We were far out of sight of land; and, when the wind sprung up again, some hours after we had been so alarmed, it was as foul as before. We therefore steered for the land; and, towards evening of the following day met a Dutch dogger, the master of which informed us, that early in the morning he left the port of Lisbon, where the day before they experienced a dreadful earthquake, that had done considerable damage on shore. The particulars he had not heard, being anxious to get away with his vessel, as she was loaded, and the inhabitants being too much alarmed to attend to any thing but their own immediate concern.

On remarking the time when they felt the shock at Lisbon and we felt it at sea, our vain reasonings upon improbabilities and impossibilities were obliged to yield to our old gunner's experience of facts. Wonderful indeed, must have been the concussion of the earth beneath the immense body of water, to have so powerful an effect on our ship. It served us for much argument the remainder of our voyage, whether what we experienced ought to be called an earthquake or waterquake, but we were not sufficient philosophers to decide the question.—HARRIOTT'S *Struggles through Life.*

IMPORTANCE OF MALTA.

IT is a well authenticated fact, known to every inhabitant of Malta, that while our honourable and confiding country was about to deliver up the island, in pursuance of the treaty of Amiens, the perfidious government of France had determined to seize it, but by its impatience providentially occasioned a full discovery of the plot.

Russia finds that she never can become a naval power in the Baltic; because when that sea is not frozen up, and by the time her fleet can manœuvre in it, the weather becomes fine, the waves smooth, and there is little or no night. Such a sea will not make seamen. In the Black Sea, on the contrary, they can navigate the whole year; and all the articles of ship-building are at hand, which cannot be carried to the Baltic but at a great expence.

All the great rivers which run through the provinces that produce naval stores, fall into the Black Sea; so that these stores there descend rapidly with the current, and at a small expence. To the Baltic ports, they go partly by land carriage, and the other part of the road chiefly against the stream; while many of them pass by on such circuitous and unfavourable courses, as to be often two years on the road, particularly masts to Riga, and iron to St. Petersburg; all, however, in one single season come to the ports of the Black Sea.

A just sense of these advantages has induced the Russian cabinet to turn its whole attention to the Black Sea. Canals, ports, and cities, have suddenly appeared; and vast sums have been expended on these works.

Is all this without a view? It is confessed, at the court of St. Petersburg, that Russia is determined to become a naval power in the Euxine, and she has already become so to a considerable extent. But, without being in possession, or able to command the passage of the Dardanelles, all this will be to her of no utility.

While we hold Malta, and preserve the dominion of the sea, we have nothing to fear. Malta enables us to block up both the Russian and the Turkish fleets, to guard the entrance of the Adriatic, the Faro of Messina, and the passage between Sicily and the Barbary coast—in fine, to put a naval chain across the Mediterranean.—ETON's *Letter on the Political Relations of Russia, &c.*

ANCIENT CANOES IN SCOTLAND.

IN Locher-moss, near Dumfries, an extensive tract of swampy ground, through which runs the Locher, there have been discovered several canoes: one of these Pennant examined, and found it to be 8 feet 8 inches long, the cavity inside being 6 feet 7 inches in length; it was two feet broad, 11 inches deep, and at one end, there were the remains of three pegs for the paddles; and, it appeared to have been hollowed by the action of fire, in the manner of the American Indians. In the same morass, another canoe was dug up, which was 7 feet long, and dilated to a considerable breadth at one end; an *iron* grapple, or anchor, was discovered with one of these canoes; and paddles and oars, and other similar antiquities, have been found in Locher-moss, which is 10 miles long, and more than 2 miles broad.—Pennant's Tour, vol. iii. page 93-4. Stat. Acco. vol. i. page 60; vol. v. page 3....... The greatest of all the canoes, which were thus discovered in North Britain was that which was found in 1726, near the influx of the Carron into the Forth; and was buried fifteen feet in the south bank of the forth: it was 36 feet long, 4 feet 4 inches deep, 4 inches thick in the sides, and it was all of one piece of solid oak, sharp at the stem, and broad at the stern: this canoe was finely polished, being perfectly smooth within and without; the wood was of an extraordinary hardness, and had not one knot in the whole block.—Chalmers's *Caledonia.*

CORRESPONDENCE.

MR. EDITOR,

THE following information, copied from Granger's *Biographical History of England*, may not, perhaps, be thought an unacceptable addition to your highly-interesting memoir of Howard, Earl of Nottingham,* lord high admiral at the time of the Spanish armada. Yours, &c. B.

"The suit of tapestry at the House of Lords, engraved by Pine, with the heads of the lord admiral and those who commanded under him against the Spanish armada, is a justly admired work. The heads, which are about the size of a half-crown, are in the borders of the plates, which exhibit the particulars of each day's engagement. The hangings were executed from the designs of Henry Cornelius Uroom. The following is an alphabetical list of the persons represented. Their names are spelt as they stand on the prints. Christopher Baker, Sir George Becton, Sir Charles Blunt. Sir Robert Cary, Captain Crosse, the Earl of Cumberland, Sir Francis Drake, Charles Howard, Baron of Effingham, the lord admiral, Sir Martin Frobisher, Sir Thomas Garrat, Captain Benjamin Gonson, Sir John Hawkins, Sir Edward Hobye, the Lord Thomas Howard, Mr. Knevet, the Earl of Northumberland, Sir Horatio Palvocini, Captain George Pennar, Captain Penton, the Lord Henry Seymour, the Lord Sheffield, Sir Robert Southwell, Sir Thomas Sycil, Sir Roger Tounsand, Thomas Vivasir, Mr. Willoughby, Sir William Winter."

* * *

MR. EDITOR,

PERMIT a new correspondent, and an ardent friend of the British navy, to lay the following scraps before your readers, gleaned from authentic and scarce publications: if they should be approved, they may possibly prove the precursors of many others. ROBUR.

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* *Vide* Naval Chronicle, Vol. XVIII. page 89.

Weymouth.

There lately passed through this place two seamen from Sallee, that gave the following account of their escape from thence. One of them, having a strong impulse on him to endeavour to regain his freedom, consorted with two other captives on the same design; but one of them, from fear, declined it; the other two got to the walls, and with ropes let themselves down, and travelled to the shore, where they hoped to find a boat, which they did, but in the boat there were two Moors asleep, who were both killed by the first designer; then they rowed from the shore to come to a French man of war that lay in the road; but before they could reach him, though it was night, the castle discovered them, and fired several shot at them; one hit the boat, but the French hearing the guns fired from the castle, manned out their boat, and received them on board, and treated them very kindly. They gave an account of some persons that are now slaves at Sallee, which confirms the truth of this relation. These men escaped in 1681.

September 9, 1681.—This day three of his Majesty's ships, viz. the Mermaid, the Guernsey, and the Pearl, arrived at Plymouth, from whom we received the following account, viz. that as they were cruising to the westward, the Pearl, commanded by Captain Williams, came up with the St. Michael, of St. Jean de Luz, Captain Jean Monfigure, commander, carrying about 18 guns, and 60 men, and came from Greenland, whom he required to strike, by firing three guns across her fore-foot, which the other not only refused, but keeping his colours aloft, bore down briskly, and fired a broadside at the Pearl, which was immediately returned by Captain Williams, and the fight continued betwixt them from nine in the morning till near two in the afternoon, at which time the Mermaid, commanded by Captain Trotter, came up to the Frenchman, which he at a distance took to be a Turk, fighting under French colours, and being ready to board the Monsieur, they then all cried for quarters, and struck their colours. Captain Trotter inquiring what might be the cause of so great a dispute, the French captain replied, that he did not know but that there might have been a war betwixt the two kingdoms, and therefore they designed to defend themselves. There were three men killed on board the Pearl, and five wounded. The Frenchman lost five or six men, and had many wounded. There being blood in the case, our frigates have brought her in hither, where she will remain till his Majesty shall have been made acquainted with the whole matter, and his pleasure be known therein.

This is another instance of the naval jealousy, which ever has, and ever will, exist between the rival nations of England and France; but jealousy, force, nor the despairing cry of "I want ships and commerce," will prevail, or obtain superiority for the latter over the former, while British seamen are *Hearts of Oak.*

* * *

MR. EDITOR,

AS an additional instance of the liberality of the mercantile society at Bombay, relating to their very generous presents to Sir Nathaniel Dance and his associate captains, who commanded the fleet of East India ships, and so gallantly attacked and put to flight Admiral Linois, with his squadron of French men of war, the following letters will be found deserving of a place in your CHRONICLE. The particularly meritorious conduct of Captain Timins, who, on that occasion, commanded the Royal George East Indiaman, was not, it appears, at the moment, understood by the gentlemen of Bombay; but when the very gallant manner in which he led his ship into action, in consequence of being placed in the van, came to their knowledge, they considered it incumbent on them not only to give it their particular attention, but to explain the cause of their not having in the first instance distinguished his particular merit. I therefore have the pleasure of transmitting to you the enclosed. I am, &c. A. D.

"*To* JOHN FORBES, *Esq. and* P. C. BRUCE, *Esq. M.P. London.*

"GENTLEMEN, "*Bombay, 2d May,* 1807.

"We had lately the pleasure of receiving by the Huddart your favour of the 30th June, 1806, and its enclosures, by which we have the satisfaction to perceive, that the wishes of the commercial meeting of this place, held on the achievement of Sir Nathaniel Dance and his brave associates, had been carried into effect, except as far as they related to Captain Timins, of the Royal George.

"The desire which is felt here to leave no part unaccomplished of what was so sincerely and honourably intended, to convey a just and highly-deserved tribute of applause and gratitude from this community, will, we trust, be a sufficient apology for again soliciting your assistance towards presenting to Captain Timins a more adequately appropriate testimony of the high sense entertained of the very distinguished share which he bore in the action, than the limited knowledge of the transactions of that memorable day which the meeting of the 31st March, 1804, were then in possession of, enabled them to determine on.

"The information, subsequently received, of the eminent claim of the commander of the Royal George, whose undaunted and heroic bravery, in leading into battle, and laying his ship alongside of the Marengo, still excites our admiration, would at once have induced an earnest desire of conveying to Captain Timins a more conspicuous proof of the sentiments his meritorious conduct inspired, had it not been considered probable, that under the latitude afforded to you by the resolutions of the meeting, and having before you the official particulars of the engagement, it would have occurred to you, in the appropriation of the sum remitted, to have remedied any deficiency or omission of this nature in the proceedings here.

"We now beg leave to request that you will present to Captain Timins the sum of one thousand guineas, to be laid out in a vase, or such piece of plate as you may think preferable, with a suitable inscription, and that you will transmit it, with a letter of explanation, to Captain Timins, in which we shall be thankful if you will express those feelings of esteem and respect of the body we represent, which we now endeavour to convey to you. We have the honour to be, gentlemen, your most obedient humble servants,

"ALEXANDER ADAMSON.
"CHARLES FORBES.
"WILLIAM CRAWFURD."

"PATRICK HADOW, Secretary to the
Bombay Insurance Society.

"*To Captain* TIMINS, *late Commander of the Royal George East Indiaman.*

"SIR, "*London, December* 19, 1807.

"We have very lately received from Bombay the letter, of which the enclosed is a copy, and we feel very great gratification and pleasure in being solicited by so respectable a community, to convey to you their opinion of your very gallant conduct; and also their particular wish to commemorate their sense of the essential share which you had in the victory gained by the fleet of Indiamen, over a powerful squadron of French men of war, on the 14th of February, 1804.

" We beg leave to say, that every sentiment stated in the letter, from our friends at Bombay, is in perfect coincidence with our opinion of your conduct in that very memorable action; and we shall have great satisfaction, whenever it may suit your convenience, to communicate with you relative to the plate to the value of one thousand guineas, which we are directed to present to you, from the Insurance Society, the Ship Owners, the Merchants, and Underwriters of Bombay, whose interests and property you were a principal means of essentially protecting on that occasion.

" We have the honour to remain, with sentiments of the highest personal consideration, sir, your very faithful and most obedient humble servants,

" JOHN FORBES,
" P. C. BRUCE."

" *To* JOHN FORBES, *Esq. and* P. C. BRUCE, *Esq. M.P.*

" GENTLEMEN, " *London, December* 24, 1807.

" I have had the honour to receive your obliging favour, conveying the copy of a letter which had been addressed to you from the Merchants and Committee of the Bombay Insurance Society.

" The very flattering approbation expressed of my conduct, by a body so highly respectable, and the munificence with which it is accompanied, claim my sincere and fervent gratitude. Such distinguished favours are at all times valuable, but never more so than when they result from the deliberate investigation of an event, that has no longer novelty to recommend it; and the particular merits of which, it might be presumed, would now have ceased to be interesting.

" On the occasion alluded to, it was my good fortune to be placed in a prominent situation, wherein I only acted as I am persuaded any of my brother commanders would have done, under similar circumstances. It was by the spirited ardour and united efforts of every individual present on that day, that the attempts of a powerful enemy were successfully defeated.

" Allow me, gentlemen, to offer you my respectful thanks for the handsome manner in which you have honoured me with this communication, and to assure you, that the value of it is considerably enhanced by the very gratifying testimony of your good opinion.—I have the honour to be, gentlemen, your most obliged and obedient humble servant,

" J. F. TIMINS."

MARINE SCENERY.

TOUR THROUGH THE ISLAND OF ST. HELENA.

(From Johnson's *Oriental Voyager.)*

We commenced by ascending Ladder-hill, a precipice which at first sight seems designed by nature as a barrier that would for ever defy the human race to scale; yet human industry has, by incredible exertions in blowing up the rocks, formed a zig-zag path to its summits.

> " So when proud Rome, the Afric warrior brav'd,
> And high on Alps his crimson banner wav'd;
> Though rocks on rocks their beetling brows oppose,
> With piny forests and unfathom'd snows;
> Where girt with clouds the rifted mountain yawns,
> And chills with length of shade the gelid lawns;
> Onward he march'd, to Latium's velvet ground,
> With fires and acids burst the rocky bound,
> While o'er her weeping vales destruction hurl'd,
> And shook the rising empire of the world."

About midway we stopped to take a view of the town, which, even from this height, looks like one in miniature, the streets resembling those formed by the little houses which we see in toy-shops; the whole assuming such a mimic appearance, that a person would be almost tempted to think he could cover a considerable part of it with his hands. Looking upwards, what a contrast appears! who, without emotions of terror, can behold such gigantic projections of rocks hanging over him, in so loose and disjoined a state, that the excited imagination paints them in the very act of precipitating themselves headlong down the horrid steeps. Accidents of this kind sometimes happen after rain, by the wild goats climbing along the edges of the precipices, and loosening small pieces of rock, which rolling down, displace others still larger, till at lengh whole torrents of them come thundering down into the valleys, to the astonishment and terror of the inhabitants.

> " As from some mountain's craggy forehead torn,
> A rock's round fragment flies with fury borne,
> Which from the stubborn stone a torrent rends,
> Precipitate the pond'rous mass descends;

From steep to steep the rolling ruin bounds,
At every shock the echoing vale resounds;
Still gathering force, it smokes; and urged amain,
Whirls, leaps, and thunders down impetuous to the plain."
ILIAD, book XIII.

On this account no person was allowed to keep tame goats on the north side of the island, and a premium is given for shooting wild ones.

On Ladder-hill are mounted twenty-two or twenty-four pieces of cannon; some ranged along the brow of the cliff that overhangs the town, and others along that which overlooks the roads. Six or seven of these are mounted on depressing carriages, so as to fire right down into the town and roads, thereby completely commanding those places; the rest are mounted on common carriages, and serve the purpose of a saluting battery. Over these precipices few of us would venture to look,

" Lest the brain turn, and the deficient sight
Topple down headlong."

From hence we proceeded for High Knoll, over a tract that seemed the very emblem of sterility; every step we ascended, presenting new views of rocks and mountains, congregated on each side in the wildest order, and without exhibiting an atom of vegetation! Such is the prospect when within a few paces of the summit of High Knoll, and which is finely contrasted by the glassy surface of an immense expanse of ocean, which the great height of the place enables the eye to survey.

We now ascended to the tower on the top of the Knoll, which we no sooner reached, than all this rude scenery instantly vanished like a magical illusion! leaving the eye to range over a series of beautiful little vallies, groves, and lawns, verdant as the spring, and affording luxuriant pasturage to the flocks and herds that strayed among them. Throughout this prospect were interspersed small plantations, gardens, and handsome little country houses, the whole surrounded by a lofty irregular ridge of hills and precipices, that formed a grand outline, and striking contrast to the picturesque scenes they enclosed. Here our attention was chained for some time; till at length, on descending the south side of the Knoll, which is rather steep, we arrived at the governor's country residence, called Plantation House. It is situated on the side of a pleasant little valley, with small plantations and gardens adjoining: and commands a very fine prospect of the sea. In my opinion, however, the situation does no great credit to the taste of the person who first pitched upon it; as it is much inferior to many places which we afterwards saw. Its proximity to the town was probably the cause of its being preferred.

Our road now took a winding direction, along the declivities of little hills, whose green sides sloping down to the principal valley on the left, formed a number of little glens and dells, from whose beauty one would be almost tempted to pronounce them the favourite haunts of fairies. We could not help stopping at every turn of the road, to admire this interesting landscape, whose prominent features were perpetually varying, from the different points of view in which they were seen.

After a pleasant ride of about an hour, we came to Sandy-bay Ridge, over which we were to pass in our way to the bay of the same name. When near its summit we halted for a few minutes, in order to take a farewell look at the northern prospect, not expecting to see any thing like it on the island again.

> "So with long gaze admiring eyes behold
> The varied landscape all its lights unfold;
> Huge rocks opposing o'er the stream project
> Their naked bosoms, and the beams reflect;
> Green sloping lawns construct the sidelong scene,
> And guide the sparkling rill that glides between;
> Dim hills behind, in pomp aërial rise,
> Lift their blue tops, and melt into the skies."

What then must have been our surprise, when, on mounting the ridge, a scene burst upon our view, as much superior to the one we had so reluctantly left, as that one was to a dreary heath? But I shall not attempt to give a description of it. Had Dr. Johnson, when writing his Prince of Abyssinia, been seated on Sandy-bay Ridge, he might have described from nature a valley more beautifully romantic than even his own fertile imagination has been able to form for young Rasselas.

Nature must certainly have been in one of her good humoured and most whimsical creative moods when she formed this bay, and indeed St. Helena altogether; where she has strewed the sublime and beautiful with a hand liberal even to profusion, though in a very small space.*

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* The author, in a late tour through Wales, for the recovery of his health, had an opportunity of seeing the most beautiful and romantic parts of that celebrated country.

On this ridge we alighted, and permitted our horses to feed for some time on the rich pasture with which it is crowned, in order that we might survey at leisure the romantic landscape which lay stretched before us, painted by the great hand of nature.

Although I will not attempt to give any general description of this place, yet I cannot help taking notice of some particular parts. Among the rude features of the southern side, one's attention is arrested by two huge rocks of fantastic shapes, which from this point of view seem to stand close to each other, and have got the names of "Lot and his wife." The former, which is by far the more curious of the two, shoots up to a giddy height from a rugged foundation near the sea, in the form of a huge natural pyramid, or tower, of a most singular and stupendous appearance. Whether this has stood here *ab origine*, or was produced during some violent convulsions of nature, I shall not presume to decide; though I am inclined to think the latter has been the case, as a great many of the rocks are complete masses of lava; and from the conical forms which the hills all over the island have assumed, we may safely pronounce them of volcanic origin.

While sitting on this ridge, enjoying the prospect, one of the islanders related, among other anecdotes, the following one, respecting the rock which goes by the name of Lot:—

A slave belonging to one of the farmers, who had (or fancied he had) been maltreated by his master, seizing, one day, a small quantity of provisions, ran to this rock, and in his ardour for freedom, climbed with unparalleled efforts to its very summit. Having been observed in his flight, a number of slaves were collected, and rewards offered to those who would go up and seize the fugitive. He very soon, however, routed these invaders of his newly ac-

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Among other places, he visited the valleys of Glamorganshire, Llangollin, and Festiniog: the last of which drew from the pen of Lord Lyttelton the following encomium:—"With the woman one loves, with the friend of one's heart, and a good study of books, one might pass an age here, and think it but a day. If any one wishes to live long, and renew his youth, let him come and settle at Festiniog." Without prejudice or partiality, however, the author has no hesitation in asserting, that all these may "hide their diminished heads," when compared with Sandy-bay and the interior valleys of St. Helena. Indeed it might not, perhaps, be too poetical an idea to suppose, that nature, after finishing her great work, had retired to this solitude in the ocean, to construct at leisure a favourite scene, that would exhibit in miniature an assemblage of all the various features which are found scattered promiscuously over the rest of the globe.

quired independence, by hurling down fragments of rock, which forced them to fly in all directions, and with the utmost precipitation, to a considerable distance. Here, though with the prospect of famine before him, he preferred his solitary aërial abode, with liberty, to all the allurements which society and food held out to him in the valley, at the expence of that favourite ideal goddess! As the base of the rock was of considerable extent, and as they were obliged to keep at a respectful distance even from that, it was found a very difficult matter to blockade him. Accordingly he contrived to steal down occasionally by night, and levy contributions on the neighbouring farm-yards, with the topography of which he was well acquainted; taking care always to repair before day-light to his lofty citadel, where he might enjoy at leisure the fruit of his expeditions, without fear of being molested in his solitary reign. Such a predatory system, however, was attended with too many dangers to exist long; and accordingly he was one night detected in his rambles; the alarm was given, and before he could regain his favourite rock of liberty, poor blacky was caught, and condemned once more to the galling chain!

We now descended to the valley by a steep winding path, and were amply repaid for our journey by the beauty of the prospect from this new point of view. We left Major D——'s seat on the right, and it appears by far the most elegant one on the island. About the middle of the valley, we were met by Captain G——, who, inviting us to his *chateau* (as he called it), seemed determined to wipe off any aspersions of inhospitality that might have been cast on the inhabitants of this island, by not only preparing to gratify our present appetites, but by pressing us to stop and spend our Christmas with him. Indeed we began to perceive, that though we had feasted our imaginations most luxuriously on the romantic scenes which we passed, yet our selfish stomachs, so far from being satisfied with this ideal banquet, were now, on the contrary, become very troublesome companions; and had it not been for the hospitality of Captain G——, I believe we should have returned to town in a very chapfaln condition, full of the most gloomy ruminations, and without stopping to admire a single beauty on the road! Be that as it may, we did not now hesitate to do ample justice to the festive board; making such repeated applications to our kind host's "*Anno Domini*," in which the old gentleman faithfully pledged us, that we were soon in such a state of exhilaration, that we determined to "climb the mazes of the mountain's top," and prosecute our tour up to Diana's Peak, the *ne plus ultra*, or highest part of St. Helena. Remounting, therefore, we ascended Sandy-bay Ridge, and turning to the right, proceeded in an easterly direction, until the steepness and ruggedness of the ascent, with the closeness of the underwood, obliged us to dismount. After an hour's scrambling, climbing, and tearing through the bushes, during which some of the party gave it up entirely, we arrived at the summit of the peak, which being nearly in the centre of the island, and two thousand seven hundred feet above the level of the sea, commands a complete view of St. Helena; and a great extent of ocean, in every direction, bounded only by the far distant horizon.

Here the detached scenes and prospects, which we had been admiring severally, were now, with many others, brought into one *coup d'œil*, and certainly formed a most interesting picture; every point of the compass presenting, as it were, a new landscape, distinguished by some striking feature in the outline, or beautiful little valley in front; the whole forming a most superb panorama, painted by a hand which defied all human imitation. The light flying clouds, which would frequently come sailing along on the S. E. breeze, and involve us in a momentary gloom, considerably heightened the effect of this picturesque scenery, by snatching it as it were, for a few minutes at a time, entirely from our view; when again, by their sudden dispersion, the whole variegated prospect would lie extended before us.

> " So when light clouds on airy pinions sail,
> Flit the soft shadows o'er the waving vale;
> Shade follows shade, as laughing zephyrs drive,
> And all the chequer'd landscape seems alive."

The air on this peak, and indeed on all the hills of the island, was as cool as it usually is in the month of April in England, though it was now the middle of summer here, and the sun nearly vertical at mid-day. We need not wonder at this, when we consider, that the perpetual breeze, blowing over an immense extent of ocean, becomes quite cool before it reaches this island, whose elevated mountains attracting and condensing the passing clouds, are constantly moist; and hence too the evaporation from their summits is another cause of coolness in the air. We now descended by a rugged ridge to a telegraph station, called "Halley's Mount," where we were informed the celebrated Dr. Halley had pitched his tent many years ago, to observe the transit of Venus over the sun's disk. From hence we went down another shattered ridge, on each side of which there was a deep ravine, that made us almost dizzy to look into. At length we came to Side Path, a narrow road cut along the side of a deep defile, which led us at last to James's Valley, where we arrived at sun-set, very much fatigued, yet highly gratified with our twelve hours' excursion.

CHRONOLOGICAL SKETCH
OF THE
MOST REMARKABLE NAVAL EVENTS
OF THE YEAR 1807.

JANUARY.

17. OFFICIAL accounts of the re-capture of Buenos Ayres, on the 12th of August last, and the British troops therein made prisoners.

28. Official accounts received of the capture of the town and harbour of Maldonado, in the river Plata, by the British forces under Sir Home Popham and Brigadier-General Backhouse, on the 30th of October.

FEBRUARY.

10. The Slave Trade Abolition Bill was read a third time and passed in the House of Lords, without a division.

21. Official accounts received of the capture of the Dutch island of Curaçoa, in the West Indies, on the 1st of January, by a small armament under the orders of Captain Brisbane, of the Arethusa frigate.

MARCH.

5. The Blanche frigate, of 32 guns, Captain Sir Thomas Lavie, was lost on the French coast, near Brest. The captain, all the officers, and the greater part of the crew, saved.

6, 7, 8, 9, 10. Trial and sentence of Sir Home Popham at Portsmouth.

9. Sailing of General Whitelocke, with a force from Portsmouth.

APRIL.

5. Capture of two Dutch Indiamen and a Dutch frigate, July 27.

13. News of the capture of Monte Video by storm, on the 3d of February.

14. Accounts received of Vice-Admiral Sir J. T. Duckworth, K.B. having with the squadron under his command forced the passage of the Dardanelles on the 21st of February, and afterwards anchored in the vicinity of Constantinople.

20. Intelligence received that the treaty negotiated by the American and British commissioners in London, has been rejected by the president of the United States of America.

25. Intelligence of Admiral Duckworth having repassed the Dardanelles on the 3d of March, (in which his squadron received some damage from the Turkish batteries), without effectuating his purpose.

MAY.

26. Account of the capture of the island of Tenedos by storm, by the Russian force in the Archipelago.

JUNE.

15. News of the capture and destruction of the Dutch ships in the roads of Batavia, by Sir E. Pellew, Nov. 27.

24. The Swedish minister officially informs the British government, that his Swedish Majesty has blockaded the port of Dantzic, and of course that the armistice between him and the French is at an end.

JULY.

27. Intelligence of a conflict between his Majesty's ship Leopard, Captain Humphries, with the American frigate the Chesapeake, Commodore Baron, on the 23d of June, in which six of the crew of the latter were killed

28. Sailing of the first division of the Baltic fleet under Admiral Gambier.

AUGUST.

3. The principal division of the armament under Admiral Gambier passed the Sound—arrive off Copenhagen.

10. Account of the president of the United States of America issuing a strong and hostile proclamation, in consequence of the forcible searching the American frigate Chesapeake for deserters, by his Majesty's ship Leopard.

16. A declaration of war issued by the government of Denmark, against Great Britain, and for the seizure of British ships, property, &c.

19. The bombardment of the fortified city of Copenhagen commenced.

SEPTEMBER.

7. Copenhagen, and the navy of Denmark (18 ships of the line, and a number of lesser vessels), surrendered by capitulation to the British forces under Vice-Admiral Gambier, and Lieutenant-General Lord Cathcart.

12. Intelligence of an unsuccessful and disastrous attempt by the British forces to gain possession of Buenos Ayres, on the 5th of July, which ended in a convention for abandoning all the British acquisitions on la Plata, and the removal of our troops from South America.

[illegible]. His Majesty's declaration of the motives which dictated his late measures in the Baltic, published.

26. Intelligence of Vice-Admiral Berkeley's having caused one of the deserters taken on board the Chesapeake, American frigate, and convicted at Halifax, to be executed.

OCTOBER.

1. Intelligence of the Crown Prince of Denmark having refused to ratify the capitulation entered into by General Peyman, for the surrender of Copenhagen and the Danish fleet.

6. Ragusa and the Seven Islands given up by the Russians to the French, August 14.

10. Prussia shuts her ports to the trade of this country, Sept. 2.

16. Vice-Admiral Sir J. B. Warren, K. B. appointed to succeed the Hon. Vice-Admiral Berkeley as commander-in-chief on the American station.

23. The British factory at Lisbon dissolved, and the merchants begin to remove their persons and effects with all possible expedition.

28. The first division of the expedition, and the Danish captured fleet, arrived in Great Yarmouth Roads.

30. Louis XVIII. of France, under the title of Comte de Lille, arrives in a Swedish frigate at Great Yarmouth.

NOVEMBER.

4. Order in Council for issuing letters of marque and reprisal against Denmark and the Italian states subject to France.

7. His Majesty's counter-declaration of war against Denmark published.

13. Intelligence of the Prince Regent of Portugal having issued, on the 20th ult. a proclamation for shutting his ports against British shipping, &c.

— Sir W. S. Smith sails from Portsmouth with a naval armament towards the south.

16. An Order of his Majesty in Council published for a general blockade of the ports of the enemy and their allies, &c.

25. Account of the King of Denmark having issued, on the 30th of October, a rigorous decree, prohibiting all commercial intercourse between his dominions and those of Great Britain.

27. Intelligence of the Russian Mediterranean fleet under Admiral Siniavin having got into the Tagus.

28. His Majesty's ship Boreas, Captain Scott, lost, with the commander and the greater part of her crew, on the Hannois rocks near Guernsey.

29. The royal family and court of Portugal, with the greater part of their navy, &c. sail from Lisbon for Brazil, accompanied by a British squadron under the orders of Captain Moore.

DECEMBER.

3. Official account of the Emperor of Russia having issued, on the 26th of October, a declaration of war against Great Britain.

— An embargo laid on all Russian vessels in British ports, and the Speshnoy Russian frigate of 44 guns seized by two of his Majesty's ships at Portsmouth.

19. A considerable naval and military force sail from Plymouth, under the command of Vice-Admiral Cotton and Major-General Spencer.

— The counter-declaration of his Majesty against Russia, issued.

— An order for letters of marque and reprisal issued by the British government, against Russia.

NAVAL LITERATURE.

Captain Foote's Vindication of his Conduct when Captain of his Majesty's Ship Sea Horse and senior Officer in the Bay of Naples, in the Summer of 1799. 1807. 8vo. Pages 171.

[Continued from Vol. XVIII, page 326.]

SECOND EXTRACT.

ON the evening of the 24th of June, I did myself the honour to wait on Lord Nelson, when his lordship was pleased to say, that he was aware I had been placed in an arduous and unpleasant situation; that he gave me all possible credit for zeal, assiduity, and good intentions; but that I had been imposed on by that worthless fellow, Cardinal Ruffo, who was endeavouring to form a party hostile to the interests of his sovereign; and his lordship desired I would give him a statement, in the form of a narrative, of the heads of my proceedings, from the time the cardinal approached near to Naples. I respectfully observed to Lord Nelson, that I had indeed been placed in a most anxious situation; having had more reason, among many disagreeable and trying circumstances, to expect the enemy's fleet, rather than that under his lordship's command, in Naples bay; that I could not be supposed to know, or even imagine, that the cardinal was acting contrary to his sovereign's interest, when I saw him retained in his *very high* and *confidential* situation; and my instructions directed me to co-operate, to the utmost of my power, with the royalists, at whose head Cardinal Ruffo was known to be placed, even before the squadron, under Sir Thomas Troubridge, had sailed from Palermo.

Lord Nelson's sending the ship I commanded to Palermo, on the 28th of June, for the purpose of embarking their Sicilian majesties, his lordship's order of the 8th of July, and very flattering letter of the 14th of September, 1799, to which I have before alluded, are, I trust, sufficient proofs, that he did not think any *infamy* attached to my conduct.—Thank God! my own conscience acquits me of any mean or dishonourable motive on that occasion. I did my utmost, to the best of my abilities, to promote the interests of my much-loved and respected sovereign and country, without losing sight of those of his ally, and without losing sight of a becoming moderation and humanity, always due to vanquished and distressed fellow-creatures. With respect to their disobedience, or rebellion against their sovereign, of these it was the cardinal's province to judge, and he was more competent to appretiate their merits or demerits than I could possibly be; as, from his eminency's dignified rank, as well as high and confidential situation, I had a right to think he was fully acquainted with the wishes of his Sicilian majesty; and I am still of opinion, that a just and mild line of policy would have ensured the tranquility of the Neapolitan dominions, more effectually than rigid, severe, and violent measures.

It is possible for the most powerful to act injudiciously, by granting very favourable terms to the vanquished; but I may be again allowed to say, that, surely *infamy* cannot be coupled with even an excess of mercy!

There was a wide difference between my situation in the Sea Horse, with two Neapolitan frigates, and some small vessels; the land force, consisting of a few regular troops, of four different nations, and a body of undisciplined armed men, with Cardinal Ruffo at their head; and that of Lord Nelson, with seventeen ships of the line! Powerful supporters in any treaty! It was my duty to consider, that the getting possession of the castles of Uovo and Nuovo, would very much expedite the reduction of Fort St. Elmo, which commands the town of Naples, and was wholly garrisoned by French troops: besides, from all the intelligence received, I had much more reason to expect the French, than the British fleet in the Bay of Naples; and, from what is said in the last lines of the ninety-fifth page of the 13th part of the "Genuine Memoirs," it appears that Lord Nelson entertained the same idea; "his lordship determined once more to offer himself for the service of Naples, which he seems to have imagined the French intended to visit."

The two grand objects were, to restore his Sicilian majesty to his dominions, and to drive the French out of Italy. It will appear by the statement I gave to Lord Nelson, and by my letters to the cardinal and the Chevalier Micheroux, that I by no means approved of the indecision and procrastination evinced in treating with the castles of Uovo and Nuovo; and that neither his eminency's conduct, nor that of the chevalier, was, on that occasion, such as the commander of the forces of his Sicilian majesty's principal ally had a right to expect from them. But considering, for the reasons already mentioned, that, in the then situation of affairs, it was of great consequence to get possession of the castles, and still more to prevent the least appearance of disunion, I determined not to throw any obstacle in the way of attaining the two great objects to which I have before alluded............

THIRD EXTRACT.

............With respect to the correct statement of all the facts contained in this vindication of my conduct, I beg leave to appeal to Sir John Duckworth, and the captains (some of whom are now admirals) who served at that time under Lord Nelson: but I more particularly appeal to Captain Oswald, who then commanded the Perseus Bomb; as, from being constantly with me, he knew every circumstance; and was acquainted with the contents of all the papers I received, as well as with every order and letter which came to my hand concerning the public service.

With the most perfect assurance that the sea officers, to whom I have alluded, will not allow their characters to be brought forward in vindication of any thing that has the most distant appearance of falsehood, or even any thing equivocal, I submit to the public what necessity alone could have induced me to lay before a people, who are always feelingly alive to whatever concerns their national character, or the honour of their country.

APPENDIX.—N° 3.

A Copy of the Statement given by Captain FOOTE *to Lord* NELSON, *at his Lordship's desire; in which are included the Terms of the Capitulation with the Forts Revigliano and Castel a Mare, and the Letter which Captain* FOOTE *sent to the Garrison of Castel del Uovo, with the Commandant's Answer.*

I shall not take any notice of the various letters which I received from the cardinal; they will prove, if investigated, how very little he knew about the force that was under my orders, or what was possible to be done by a few small ships of war; and that he kept advancing, without any fixed plan or project, trusting entirely to the chapter of accidents.

On the 9th of June, I received a letter from the cardinal, in which he mentioned, that, on the 13th or 14th, he should be at the Tour del Greco; and he gave me some signals, by which I was to know when the royal army reached that place; at which time, I was to give him all the assistance that lay in my power, by sea; accordingly, on the 13th, I stood into the bay, and it appeared to me, that the coast from Portici to Castel à Marc was in a state of insurrection; but I saw no signals.

Innumerable requests were made to me for assistance; but no one could tell me for certain where the cardinal was. I supplied the chief of the Tour del Greco with powder, musket ball, and cannister; and seeing the French and Neapolitan colours flying on the Fort of Granatelli, I immediately stood for it, having the Neapolitan frigate Sirena, and two gun-boats, with me. This fort was garrisoned by upwards of 200 men, who kept up a constant fire on a party of royalists, who were in the king's palace at Portici, and just outside of it, which they returned with musketry, and from one piece of artillery; when close in with Granatelli, I fired a few shot at it, and the republican colours were hauled down, and the royalists rushed in, putting the whole of the garrison to the sword. Shortly after, a certain D. Constantine di Felippis came on board, and acquainted me, that he commanded about 4,000 royalists, that he meant to attack Villema the next day, when I promised to assist him as much I possibly could.

The cardinal, as I have since learnt, instead of being at his rendezvous, the Tour del Greco, at the appointed time, was at Nola; but as to any direct information, I had none, not receiving any letter from him between the 9th and 17th of this month. Some country people informed me that the republicans had a camp of 400 infantry and 120 cavalry, near the Tour del Annunciato, which was protected on the sea side by ten gun-boats and two mortar-boats. I had just written to the Count de Thurn for three galleys, which were then not much wanted at Procida; but, instead of their coming, I only received excuses about the weather (which, no doubt, was at one time threatening, but it afterwards cleared up); this caused me to write a positive order, and the galleys were sent; but the Count de Thurn at the same time informed me, that his instructions were quite independent of my orders, and that he could not receive any but from his sovereign, or those who were his superiors. Reference may be had to my letters on this subject, but I do not wish it to be renewed, as I am on very good terms with the Count de Thurn, and am perfectly satisfied that the evil originated in his having secret orders, which, if I had not acted cautiously, might, in consequence of those left with me, have been attended with very fatal consequences. On the evening of the 13th the cardinal (or rather the Russians) took the Fort of Villema, and the bridge of Madelana; Caracioli's gun-boats annoyed them a good deal, the weather preventing my approaching sufficiently close with the frigates; but if the galleys had been with me, I should certainly have taken some of the gun-boats, or caused them to retreat. On the 14th the weather was bad; and it was not till the 15th, the day the galleys joined me, that I could venture so deep into the bay as the Castles of Revigliano and Castel à Mare, which capitulated on terms mentioned in my letter book (and which I will also insert at the end of this statement); which circumstance I considered of the utmost consequence, for if their garrisons, or friends, amounting to about 1000 men, had availed themselves of the opportunity to concert with the republicans at Annunciato, and make an attack on the rear of the cardinal's army, his enterprise must inevitably have failed.

On the 17th I informed the cardinal, that I should immediately join the gun-boats and mortar-boats at the Predi Grotta, with a view of attacking Castel Uovo; and on the 18th, I sent Captain Oswald, of the Perseus, with a letter to the commandant of that fort, in the hope of its opening the way to a negotiation (a copy of which I shall also insert at the end of this). On the night of the 17th, I had sent an officer to the cardinal, who told him that the rebels, and the French, particularly the latter, had refused to capitulate to an ecclesiastic; that his means were scarce sufficient to reduce determined and obstinate people; and that he wished me to try what I could do, by offering to hearken to the terms they might have to propose. I received a very insolent verbal answer from the commandant of Castel Uovo, which I made the cardinal acquainted with, and that it was my intention to attack it by every means in my power; to which his eminence replied, "that it was no longer time to hearken to capitulations, and that it became necessary to think seriously of attacking Fort St. Elmo."

The next day, the 19th, to my great surprise I received a letter from the cardinal, requesting me to cease hostilities, and not to recommence them whilst the flag of truce was flying, as a negociation had taken place. The same night I sent an officer to the cardinal, to acquaint him, that the British were not accustomed to grant so long a suspension of arms; and that, as my sovereign was a principal ally of the King of the two Sicilies, I claimed a right to be made acquainted with what was going on. The cardinal sent back word, that the Chevalier Micheroux conducted the treaty, and that he had sent my letter to him, that he might inform me what steps were taken. Not receiving a line from the Chevalier Micheroux, I informed the cardinal that I thought nothing could be more prejudicial to the interest of his Sicilian majesty, than the having such a multiplicity of chiefs, and that I knew of no other than his eminence who was specially charged with the interests of the King of Naples, and that I could act with no other person. The cardinal told the officer whom I sent, that he knew nothing of what was going on; that he stood in great need of the Russians; that he would not give them the least ground for complaint, and that it was the Russians who conducted the treaty. On the 19th, I received a plan of a capitulation, already signed by the cardinal, and the chief of the Russians, with a request that I would put my name to it. In answer, I informed the cardinal, that I had done so, because I considered him as the confidential agent of his Sicilian majesty, and that some advantage would result from the capitulation, otherwise he would not have signed it; but I could not say I approved of such a manner of treating, and that I could not be answerable for its consequences. I also made some observations relative to St. Elmo's capitulating, which may be seen in my letter book.

At length, on the 22d, I received a letter from Chevalier de Micheroux, with the capitulation in form, already signed by the cardinal and the chief of the Russians. I replied to the Chevalier de Micheroux, that I had signed where he pointed out; but that I protested against every thing that could be in the least contrary to the honour and rights of my sovereign and the British nation.

I signed this capitulation, lest, on a reverse of fortune, or the arrival of the enemy's fleet, it might have been asserted, that my refusal was the cause of such misfortunes as might occur, and because I considered that the cardinal was acquainted with the will and intention of his sovereign; and the Count de Thurn had told me, that the Chevalier de Micheroux was authorized to act in a diplomatic character.

The result of all this is, that with a very small force, I have had to conquer difficulties, which were only got the better of by that terror which the British flag inspires; that I never was consulted by the cardinal relative to the capitulation; and that I had neither instructions, nor any document, to assist or guide me.

The Oriental Voyager. *By* J. JOHNSON, *Esq. Surgeon in the Royal Navy.*

(Concluded from Vol. XVIII. page 417.)

LEAVING Prince of Wales's Island, Mr. Johnson, on the 1st of April, 1805, embarked on board his Majesty's ship Russel, for Madras, where he arrived on the 21st of the month. At this place, the jugglers greatly excited his curiosity, and he particularly notices the trick of swallowing the sword.

"This sword," says he, "has some resemblance to a common spit in shape, except at the handle, which is merely a part of the blade itself, rounded and elongated into a little rod; it is from twenty-two to twenty-six inches in length, about an inch in breadth, and about one-fifth of an inch in thickness; the edges and point are blunt, being rounded, and of the same thickness as the rest of the blade: it is made of iron or steel, smooth, and a little bright.

"Having been visited by one of these conjurors, I resolved to see clearly his mode of performing this operation, and for that purpose ordered him to seat himself on the floor of the verendah, and having satisfied myself with respect to the sword, by attempting to bend it, and by striking it against a stone, I firmly grasped it by the handle, and ordered him to proceed.

"He first took out a small phial of oil, and with one of his fingers rubbed a little of it over the surface of the instrument, then stretching up his neck as much as possible, and bending himself a little backwards, he introduced the point of it into his mouth, and pushed it gently down his throat, until my hand, which was on the handle, came in contact with his lips; he then made a sign to me. with one of his hands, to feel the point of the instrument between his breast and navel, which I could plainly do. by bending him a little more backwards, and pressing my fingers on his stomach, he being a very thin and lean fellow. On letting go the handle of the sword, he instantly fixed on it a little machine that spun round, and disengaged a small firework, which, encircling his head with a blue flame, gave him, as he then sat, a truly diabolical appearance. On withdrawing the instrument, several parts of its surface were covered with blood, which shewed that he was still obliged to use a degree of violence in the introduction.

"I was, at first, a good deal surprised at this transaction altogether, but when I came to reflect a little upon it, there appeared nothing at all improbable, much less impossible, in the business. He told me, on giving him a trifle, that he had been accustomed from his early years, to introduce at first small elastic instruments down his throat and into his stomach; that by degrees he had used larger ones, until at length he was able to use the present iron sword."

The *Summary View of the Mythology, Religion, Manners, and Customs of the Hindoos*, is judiciously selected from various authorities, and forms a very amusing chapter.

On the 2d of June, Mr. Johnson left Madras, and embarked on board his Majesty's ship Howe for Vizagapatam, where he arrived in three days, and joined the Caroline, which, from that time till October was employed on the Coromandel coast, in protecting the commerce of the country. Sketches of the small settlements on the Coromandel and Malabar coasts, interspersed with miscellaneous remarks, from different authors, are here given.

In consequence of ill health, Mr. Johnson left Madras in the American brig Caravan, and arrived in the Ganges on the 21st of October, whence he sailed for England in his Majesty's ship Medusa, on the 3d of November. On the 14th of December, they passed in sight of the Cape, and steered for St. Helena, where they arrived on the 22d of the same month. Mr. Johnson's descriptive tour through St. Helena, is written with the enthusiasm of a poet; but, as its effect would be lost by any partial extract, we have inserted the whole in another department of our CHRONICLE.

"We took leave of this curious island (says Mr. Johnson) on Christmas-day, and on the 26th of January, 1806, we saw the snow-topt hills of Cornwall; after a voyage [passage], hitherto without a parallel in the annals of navigation. As the Medusa ran from the Ganges to the Lizard in eighty-four days, two of which were spent at anchor in St. Helena roads, she was consequently but eighty-two days under sail, in which time she traversed the immense space of thirteen thousand eight hundred and thirty-one miles. Sir John Gore, then, may justly claim the merit of having made the most rapid passage that has ever yet been performed between Bengal and England; while the Medusa's track will exhibit to the philosopher and to the world, a striking instance of that high degree of perfection which British men of war have attained in every respect, not only constant victors in the day of battle, but as couriers, almost outstripping the winds themselves."

It would be an act of injustice to close this article without observing, that Mr. Johnson's book, with respect to its main object—that of furnishing the young voyager with an agreeable and useful companion, on his first visit to the oriental world—is the best and most serviceable work of the kind that we have seen.

PLATE CCLI.

THE Rock of Lisbon, or Cape Roca, is situated at the northern entrance of the Tagus, in longitude 9° 5′ east of Ferro; latitude, 38° 35′ north.—The rock of Lisbon also forms the most westerly point of the Portuguese province of Estramadura, through which the Tagus passes.

The Tagus, it may be proper to observe, rises in the mountains of Molina, which separate the kingdom of Arragon from Old Castile, passes by Aranjuez, Toledo, Talavera de la Reyna, crosses Castile, and Estramadura of Castile, enters Portugal at Montalvao, crosses Portuguese Estramadura, passes by Abrantes, Santarem, &c. and runs into the Atlantic, about ten miles below Lisbon.*

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more. FALCONER.

HAROLD.

O LISTEN, listen, ladies gay;
No haughty feat of arms I tell:
Soft is the note, and sad the lay
That mourns the lovely Rosabelle.

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* A beautiful view of Lisbon harbour, and Belem Castle, by Mr. Pocock, appears in the second volume of the NAVAL CHRONICLE, page 209. The view is illustrated by a copious historical and descriptive account of Lisbon, from various authorities.

"Moor, moor the barge, ye gallant crew,
  And, gentle ladye, deign to stay;
Rest thee in Castle Ravensheuch,
  Nor tempt the stormy firth to-day.

"The black'ning wave is edg'd with white;
  To Inch* and rock the sea-mews fly;
The fishers heard the water sprite,
  Whose screams forbode that wreck is nigh.

"Last night the gifted seer did view
  A wet shroud swath'd round ladye gay;
Then stay thee, fair, in Ravensheuch:
  Why cross the gloomy firth to-day?"

"'Tis not because Lord Lindesay's heir
  To-night, at Roslin, leads the ball;
But that my ladye mother there
  Sits lonely in her castle-hall.

"'Tis not because the ring they ride
  (And Lindesay at the ring rides well),
But that my sire the wine will chide
  If 'tis not filled by Rosabelle."

O'er Roslin, all that dreary night,
  A wondrous blaze was seen to gleam;
'Twas broader than the watch-fire light,
  And redder than the bright moon-beam.

It glar'd on Roslin's castled rock,
  It ruddied all the copse-wood glen;
'Twas seen from Dryden's groves of oak,
  And seen from cavern'd Hawthornden.

Seem'd all on fire that chapel proud
  Where Roslin's chiefs uncoffin'd lie:
Each baron, for a sable shroud,
  Sheath'd in his iron panoply.

Seem'd all on fire within, around,
  Deep sacristy and altar's pale;
Shone every pillar foliage-bound,
  And glimmer'd all the dead men's mail.

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* Inch isle.

Blaz'd battlement and pinnet high,
  Blaz'd every rose-carv'd buttress fair;
So still they blaze, when fate is nigh
  The lordly line of high St. Clair.

There are twenty of Roslin's barons bold
  Lie buried within that proud chapelle;
Each one the holy vault doth hold—
  But the sea holds lovely Rosabelle!

And each St. Clair is buried there,
  With candle, with book, and with knell;
But the sea-caves rung, and the wild waves sung,
  The dirge of lovely Rosabelle.

* * *

THE WINNING OF CALES.

FROM PERCY'S RELIQUES OF ANCIENT ENGLISH POETRY (VOL. 2, PAGE 229).

THE subject of this ballad is the taking of the city of Cadiz (called by our sailors corruptly Cales), on June 21, 1596, in a descent made on the coast of Spain, under the command of the Lord Howard, admiral, and the Earl of Essex, general.

The valour of Essex was not more distinguished on this occasion than his generosity: the town was carried sword in hand, but he stopped the slaughter as soon as possible, and treated his prisoners with the greatest humanity, and even affability and kindness. The English made a rich plunder in the city, but missed a much richer, by the resolution which the Duke of Medina, the Spanish admiral, took, of setting fire to the ships, in order to prevent their falling into the hands of the enemy. It was computed, that the loss which the Spaniards sustained from this enterprize, amounted to twenty millions of ducats. (See HUME's History.)

The Earl of Essex knighted on this occasion not fewer than 60 persons, which gave rise to the following sarcasm:—

A gentleman of Wales, a knight of Cales,
  And a laird of the north country;
But a yeoman of Kent, with his yearly rent,
  Will buy them out all three.

The ballad is printed from the editor's folio M.S. and seems to have been composed by some person who was concerned in the expedition. Most of the circumstances related in it will be found supported by history.

Long the proud Spaniards had vaunted their conquests,
  Threat'ning our country with fire and sword;
Often preparing their navy most sumptuous,
  With as great plenty as Spain could afford:
    Dub a dub, dub a dub, thus strike their drums,
    Tantara, tantara, the Englishman comes!

To the seas hastily went our Lord Admiral,
  With knights courageous and captains full good;
The brave Earl of Essex, a prosperous general,
  With him prepared to pass the salt flood.
    Dub a dub, &c.

At Plymouth speedilye, took they ship valiantlye,
  Braver ships never were seen under sayle,
With their fair colours spread, and streamers o'er their head,
  Now bragging Spaniard, take heed of your tayle.
    Dub a dub, &c.

Unto Cales cunninglye, came we most speedilye,
  Where the kinges navy securelye did ride;
Being upon their backs, piercing their butts of sacks,
  Ere any Spaniards our coming descry'd.
    Dub a dub, &c.

Great was the crying, the running and ryding,
  Which at that season was made in that place;
The beacons were fyred, as need then required,
  To hide their great treasure they had little space.
    Dub a dub, &c.

There you might see their ships, how they were fyred fast,
  And how their men drowned themselves in the sea;
There you might hear them cry, wayle, and weep piteously,
  When they saw no shift to scape thence away.
    Dub a dub, &c.

The great St. Philip, the pryde of the Spaniards,
Was burnt to the bottom, and sunk in the sea;
But the St. Andrew, and eke the St. Matthew,
We took in fight manfullye, and brought away.
Dub a dub, &c.

The Earl of Essex most valiant and hardye,
With horsemen and footmen march'd up to the town;
The Spaniards, which saw them, were greatlye alarmed,
Did fly for their safety, and durst not come down.
Dub a dub, &c.

Now, quoth the noble Earl, courage my soldiers all,
Fight and be valiant, the spoil you shall have;
And be rewarded all, from the great to the small,
But see the women and children you save.
Dub a dub, &c.

The Spanyards at that sight, thinking it vain to fight,
Hung out flags of truce, and yielded the towne;
We marched in presentlye, decking the walls on high
With English colours which purchased renowne.
Dub a dub, &c.

Entering the houses then, of the most richest men,
For gold and treasure we searched each day;
In some places we did find, pyes baking left behind,
Meate at fire roasting, and folk run away.
Dub a dub, &c.

Full of rych merchandize, every shop catch'd our eyes,
Damasks and sattens and velvets full fayre;
Which soldiers measur'd out by the length of their swords;
Of all commodities each had his share.
Dub a dub, &c.

Thus Cales was taken, and our brave general
March'd to the market place, where he did stand;
There many prisoners fell to our several shares,
Many crav'd mercye, and mercye they fonde.
Dub a dub, &c.

When our brave general saw they delayed all,
And would not ransome their towne as they said;
With their fair wainscots, their presses and bedsteads,
Their joint-stools and tables a fire was made;
And when the town burned all in a flame,
With tara, tantara, away we all came.

* * *

A Tribute to the Memory of the Right Hon. Viscount NELSON, *and the Right Hon.* WILLIAM PITT.

OH happy pair! If verse like mine can give
Eternal fame, for ever shall ye live.

Now mourn indeed, thou insulated land,
Where freedom makes her firmest, final stand:
Lost, lost for ever, are thy spear and shield,
Light of the council, glory of the field,
NELSON and PITT! the glory of the age—
The boldest warrior, and the wisest sage—
The wide world's wonder, polish'd Europe's pride,
The state's sheet anchor, and the helm's sure guide.
But mourn not void of hope, for why despair?
Britannia still is Heaven's peculiar care.
Yet many a Pitt with patriot zeal shall spring,
To counsel his belov'd, his gracious king;
Yet many a Nelson on th' ensanguin'd main
Shall fix the destinies of France and Spain;
Contending parties cordially unite,
T' illume the senate, or conduct the fight.
While Albion shall exchange her tears for smiles,
And reign, unrivall'd, empress of the isles.
To late posterity shall history tell
How NELSON fought, how gloriously he fell.
What honours Britain to her champion paid,
What fun'ral pomp attends his mighty shade.
Shall not like honours to the grave attend
The dear remains of his departed friend?
(For what he well perform'd, his patron plann'd,
This the keen head, and that th' effective hand.)
No—On his tomb this simple truth be writ,
"Here lies the mortal part of WILLIAM PITT."

Fancy's bright talisman, while millions gaze,
Shall make each letter like a sunbeam blaze.
Nor shall the lustre of that name expire,
Till tombs are bursting, and the world's on fire.

JOSEPH WESTON.

The author of the above lines is now no more: he ended his days in a house for the reception of insane persons. His malady was caused by the extreme irregularity of his life.—He possessed talents, which, had they been directed into a proper channel, would have reflected honour upon the unfortunate Weston. He is not entirely unknown to the public; his critique on the versification of Dryden and Pope, with his correspondence with Miss Seward upon the subject, I believe, are well known.

NAVAL HISTORY OF THE PRESENT YEAR, 1808.

(*January—February.*)

RETROSPECTIVE AND MISCELLANEOUS.

THE capture of the Danish West India islands, and the particulars of that service, are given in the official letters. This acquisition, as it tends to weaken the resources of our enemies, and to put the islands out of the grasp of the French tyrant, is certainly of considerable importance to the country.

Captain W. S. Parkinson, the bearer of the intelligence from Sir A. Cochrane, was one of the earliest followers of Lord Nelson, recommended to his notice by Admiral Sir C. Pole, Bart. and was with Captain Nelson as midshipman in the Boreas, when he so much distinguished himself in the West Indies during the years 1784, 5, 6, and 7. He was third lieutenant of the Vanguard in the battle of Aboukir, and afterwards first, and returned to England strongly recommended for promotion by his Sicilian majesty, when he was made commander. This excellent officer is now raised to post rank.

The Danes first took possession of the island of St. Thomas in 1671. An excellent harbour, in which 50 ships may ride with security, early attracted both the English and French buccaneers, who whenever they had taken any prizes in the lower latitudes, from which they could not make the Windward Islands, put into St. Thomas to dispose of them. It also became the port whence vessels richly laden were continually sent to carry on a clandestine trade with the Spanish coasts. Denmark, however, for a long time, had no other communication with this colony, than by a single ship, sent out annually to Africa to purchase slaves, which were sold in America.

In 1719, their West India commerce increased by clearing the island of St. John, which is adjacent to St. Thomas. Santa Cruz was not sold by France to Denmark until 1733, when it was purchased by the latter power for 30,750l. The annual productions of the Danish West India islands consisted of a small quantity of coffee, a great deal of cotton, seventeen or eighteen millions weight of raw sugar, and a proportionate quantity of rum.

There is no truth whatever in the report of a relaxation having taken place in the commercial restrictions in Holland: on the contrary, Louis Buonaparté declares, that he thinks it his duty to surpass in severity the prohibitory decrees of his brother Napoleon. He has accordingly resorted to measures far more rigid than any hitherto adopted. The ports of Holland are shut against all ships whatever, whether belonging to neutrals or allies, with the following exceptions only, viz. Armed ships of war may enter the ports of Holland with their prizes, and the merchant vessels belonging to neutral or allied powers may take refuge in the ports of Holland from the dangers of the sea; but they are to be placed under the most strict and severe quarantine, and must put to sea as soon as the weather permits. Even fishing boats are forbid to go to sea without a soldier on board each of them, who, upon his return, is bound to make a report of what passed during the fishing. This decree is accompanied by a declamatory address to the Dutch. It invites them to fit out privateers, reminds them of the actions of De Ruyter and Van Tromp, and asks them whether the Danes are to be the only people that dare to attack the English by sea?

The King of Prussia has also been compelled to withdraw his ambassador from this country, and strictly to prohibit all intercourse between his subjects and those of Great-Britain.

The following article, dated Copenhagen, January 19, will, we conceive, be regarded as a sufficient proof of a secret understanding having prevailed between Denmark and France long before our attack upon the Danish fleet was meditated:

" It appears that as early as the month of July last, it was supposed in the Isle of France, that a war must at last be unavoidable between England and Denmark, on which account an embargo was laid on all the Danish ships lying there, a hope is therefore entertained that by this measure of the French Government there, many of the ships of our merchants, and trading companies will escape being captured."

Russia having declared war against Sweden, it is understood that a strong naval force will be despatched from this country to assist the latter power.

Intelligence from Constantinople, of the 19th of December, states as follows:—" The Capitan Pasha, with his whole fleet, is in the harbour of Constantinople. The losses he suffered in the late battle with the Russians off Tenedos, are not yet entirely repaired. At the same time the naval preparations are continued with the utmost ardour and activity, and the Porte will soon have a very respectable fleet."

Letters have been received from Boston, in America, to the 14th of January; which mention the arrival of Mr. Rose, the English minister, at Washington, and state, that all differences were expected to be amicably adjusted between Great Britain and the United States. This intelligence is accompanied by an improbable report, that General Moreau, some time ago stated to have left New York, had gone to the Floridas, for the purpose of taking possession of these territories in the name of the French Emperor. It is added, that the Rochefort squadron was understood to be destined to that part of America, having been fitted out to support Genral Moreau in the execution of this design.

Imperial Parliament.

HOUSE OF LORDS.

THURSDAY, JANUARY 28.

A VOTE of thanks was passed, to the naval and military commanders, officers, seamen, soldiers, &c. employed at the capture of Copenhagen. (See page 71 of the present volume.)

MONDAY, FEBRUARY 8.

The Duke of *Norfolk* read a variety of motions for copies of the proclamations of Lord Cathcart and Admiral Gambier; the representations of the Lords respecting the state of the Danish fleet, &c. all of which were agreed to. His grace then adduced various arguments to shew the necessity of further documents to prove that ministers were in possession of the substance of the secret articles of Tilsit, and acted in seizing the Danish fleet upon the conviction that Denmark either had not the means, or was not disposed to resist the efforts of France to possess herself of it. This he conceived to be requisite for the character of the nation, and he therefore moved accordingly.

The Marquis of *Wellesley* thought it was only necessary to look at the state of Europe, to be able to decide whether it was a matter of reproach to our public counsels, or whether the most vigorous and the most successful operations of the war was not as much the result of profound wisdom, as it was the dictate of imperious necessity. The intentions of France to possess herself of all the naval means of the continent for our annoyance had long been avowed. Bonaparte was too able a soldier and statesman not to perceive, that by force or intimidation the navy of Denmark must fall into his hands, had we not interposed. The noble marquis then argued the question upon the ground of imminent danger, and on the principles of the law of nations, as applicable to such an emergency.

Lord *Hutchinson* stated his conviction, that the Crown Prince was determined to persevere in his neutrality. When the French, in December, 1805, violated his territory, it was known to every foreign minister at Copenhagen, that his resolution was, in case of necessity, to abandon Holstein and Jutland, and not a doubt existed of his ability to preserve Zealand with its navy.

Lord *Hawkesbury* justified the expedition to Zealand upon three grounds, 1st, The avowed designs of France; 2d, The impracticability of effectual resistance on the part of Denmark; and, 3dly, The magnitude of the danger to this country, should the Danish navy fall into the hands of Bonaparte.

Lord *St. Vincent* asserted, that Zealand was more defensible against an army in Jutland, than this country was against an invasion from Boulogne. He knew the state of the Danish navy for 48 years, and could aver that it was during all that time kept in the same state of repair which was now alleged as a proof of hostile intentions against us.

Lord *Grey* contended, that the expedition was founded neither in justice nor sound policy. We had taken 16 ships in a bad condition, from Denmark, but had not deprived the enemy of her maritime resources. Bonaparte had given the Crown Prince a million sterling to re-construct a fleet; and to this was to be added the whole of the resources of Russia, and most probably, in a short time, those of Sweden.

Lord *Mulgrave* said, that but for the capture of the Danish navy, there would by this time have been fitted out against us in the Baltic a fleet of more than 40 sail of the line. The consequence would have been, the most active naval war in which we had ever been engaged, or, perhaps, a struggle for our existence on British territory.

Lords *Darnley* and *Sidmouth* supported the motion.

The house then divided, for the motion, 48—against it, 105.

MONDAY, FEBRUARY 15.

The following motion of Lord Auckland's was negatived, by 106 against 48:—That this house resolve itself into a committee on the recent orders of council, and afford them its early consideration.

THURSDAY, FEBRUARY 18.

The Brazil Trade Bill, and the bill for the better regulating the office of treasurer of the navy, were read a first time.

Lord *Grenville* moved for certain documents relating to the orders in council. A short discussion took place, on the motion for laying before the house such information as might have been transmitted to government respecting the execution of the French decree; which Lord Hawkesbury objected to, on the ground that the communications of private persons were not such documents as could be laid before parliament.

After some conversation between Lords Grenville, Grey, Erskine, the Duke of Montrose, and the Lord Chancellor, the house divided—

Contents	27	Non-Contents	23
Proxies	20—47	Proxies	15—38

Majority for Lord Grenville's motion—9

Lord *Sidmouth* moved a resolution, the substance of which was—That it was important to the honour of the country that the ships captured at Copenhagen should be kept in a state which might not prevent their eventual restoration to Denmark, upon the establishment of peace, or under other circumstances.

This motion was supported by the Lords Ellenborough, Erskine, and Grenville; and opposed by the Lords Borringdon, Eldon, Harrowby, Westmoreland, Hawkesbury, and Mulgrave; and, on a division, it was negatived by 105 to 51.

FRIDAY, FEBRUARY 19.

The American Intercourse Bill was brought up from the Commons, and read a first time.

HOUSE OF COMMONS.

THURSDAY, JANUARY 28.

The thanks of the house were voted to the naval and military commanders, &c. employed in the attack upon Copenhagen. (*Vide* page 71 of the present volume).

Mr. *Rose* obtained leave to bring in a bill to continue for a limited time the several acts for carrying on the treaty of trade, commerce, and navigation, between his Majesty and the United States of America.

FRIDAY, JANUARY 29.

The following motion, by Mr. Horner, with some slight modifications suggested by Mr. Rose, was agreed to :—"That an humble address be presented to his Majesty, praying that he would be graciously pleased to direct that there be laid before the house a list of all licenses that have been granted by his Majesty in council to private merchants, or others, permitting such persons to trade in a manner that would otherwise have been illegal, from the commencement of this present war, in 1803, down to the 1st of September last."

Mr. *Horner* next moved for the amount of fees paid for such licenses at the Privy Council Office; and of the distribution and application thereof, within the same period; which was also carried in the affirmative.

In a committee of supply, the following sums were granted :—wages of seamen (130,000, including 31,000 marines) at 1l. 17s. per man per month, for 13 months, 3,126,500l.—Provisions, 3,211,000l.—Wear and tear, 5,070,000l.—Ordnance, 591,000l.

WEDNESDAY, FEBRUARY 3.

Sir C. M. *Pole* moved for leave to bring in a bill, that the offices held in the Naval Asylum shall be filled by persons who had served his Majesty in the navy. The officers, he observed, who had been appointed to its establishment, were men who had not the most distant connection with the navy; he pointed out several who had meritoriously served their king, and bled in defence of their country, who had been rejected, for what cause it was his object to find out. Among others, Mr. Keene, Admiral Cornwallis's surgeon, had been rejected for another person who had never been in the navy; even the place of matron was disposed of to a stranger, in preference to an officer's widow.

Mr. *Rose*, Mr. *Thornton*, and Lord *Newark*, on the other hand, said, that no undue preference had been given, and for the surgeoncy they did not know, nor ever heard that Mr. Keene had applied; and according to the infant state of the institution, the commissioners could not act otherwise with regard to the surgeon and matron, as no other candidates appeared at the time the election was made.

The motion was at length agreed to be postponed, in order that the regulations of the institution might be laid before the house.

Mr. *Ponsonby*, after entering into an extensive review of the conduct of ministers, respecting the Copenhagen expedition, and the negotiations with Russia, moved for a variety of papers connected with those subjects.

Mr. *Canning*, in reply, very ably vindicated the measures of himself and his colleagues; clearly proving the hostile intentions of Denmark against this country, and her utter incapability of resisting the French, had she been so disposed.

After a very long debate, Mr. Ponsonby's motion was negatived, by 253 against 108; leaving a majority of 145 for ministers.

FRIDAY, FEBRUARY 5.

Mr. *Perceval* moved, that the orders of his Majesty in council, respecting neutral trade, be referred to the committee of ways and means.

Lord *Henry Petty* immediately rose, and observed, that as serious doubts were entertained of the legality of these orders, he considered it as the indispensable duty of ministers to have these doubts removed, by shewing to the House, in the first instance, their necessity, and then by applying for an indemnity bill against the unconstitutional exercise of them. He contended, that the orders in council violated the law of nations and the municipal law of this country; and farther objected, that to enforce them, was adopting a system of great impolicy.

The *Chancellor of the Exchequer*, in reply, insisted, that the late orders in council were founded on the same principle as the order of the 7th of January, 1807, and therefore, that it ill became the ministers who issued that order to contend, that those which differed from it only by being more efficient, were violations of the law of nations, and the municipal law of the land. Their policy, he observed, consisted in the protection they afforded to our commerce, and in the inconvenience and distress which the enemy must experience from their operation.

Mr. *Windham*, Dr. *Laurence*, Sir *Arthur Pigot*, and Mr. *Eden*, joined in condemning the orders in council.

The *Master of the Rolls* coincided with the Chancellor of the Exchequer in the view he had taken of those measures.

On the question being put, it was carried without a division

MONDAY, FEBRUARY 8.

The house resolved itself into a committee, to consider the extraordinaries of the navy, which

Mr. *Ward* stated, would amount to considerably more than the last year. 1,142,959l. 19s. 10d. would be wanted for the extraordinaries of the navy; 235,100l. for building and repairing; 175,100l. for wear and tear of transports; 281,400l. for sick and wounded; 55,500l. for prisoners of war; and 50,000 for sick prisoners. These sums were accordingly voted.

The American Intercourse Bill was read a third time and passed.

TUESDAY, FEBRUARY 9.

Sir *F. Burdett* inquired of the Chancellor of the Exchequer, whether a report which he had heard were true, that his Majesty had lately granted the sum of 20,000l. to the Duke of York, from the droits of admiralty.

The *Chancellor of the Exchequer* admitted its truth; but observed, that the property belonged solely to his Majesty, and that such grants were not unusual.

THURSDAY, FEBRUARY 11.

Sir *Francis Burdett* moved for an account of all captures made at sea by his Majesty's naval forces, since the year 1792; with the produce of each specific capture, and its application distinctly set forth: also the amount of captures now remaining in the hands of the crown."

Sir *Charles Pole* wished that the Hon. Baronet, on a matter of so much national importance, had gone more into detail. Every day convinced him of the necessity of putting the admiralty court into a very different situation; and he had himself prepared a motion with reference to it.

The *Advocate General* did not know distinctly what the Hon. Baronet who spoke last alluded to, nor what application such a matter could bear to the present question. The subject before the house ought to be correctly understood. The property referred to was of two kinds: one part of it was held *jure coronæ*, the other in the office of lord high admiral. The captures before the issuing of general reprisals belonged to the former, the captures afterwards to the latter, and these were therefore called droits of admiralty. The one was usually acquired prior, the other subsequent to the declaration of hostilities; and they were consequently obtained under very different circumstances. In the year 1795, when the French invaded Holland, nine months elapsed before the king declared war against Holland, and encouragement was given to the Dutch to settle in neutral countries, or to emigrate to England. On their compliance, their property seized in our ports was to be restored to them, otherwise notice was given that it would be condemned. They did not accede to the proposal, and on the 15th of September in the same year, it was condemned. The hon. member proceeded to shew other instances of the same kind with respect to Spanish, Prussian, and Danish property, in 1796, 1800, and 1807, and this was that distinction, he said, to which the king was entitled, *jure coronæ*. It might, he said, be satisfactory that the mode should be explained to the house in which it had been applied. The hon. Baronet who spoke last, he knew, had the interest of the navy much at heart, and he would learn with pleasure, that two-thirds of the amount had been devoted for essential services rendered to the country by that important branch of the public force. One million had been paid a considerable time since, and another within the two last years. From the same source compensation had been made to persons who had suffered upon the commencement of hostility, and whose property had been scattered during the former war. His Majesty, he added, had also granted several sums out of it for the use and benefit of the younger branches of the royal family; and he thought his Majesty had most undoubted right to do this, unless it should be expected that he should be the only father of a family in this country who was not at liberty to shew pecuniary favours to his offspring.

Mr. *Lushington*, in opposing the motion, begged leave to mention one instance of misapplication, of a most extraordinary kind. An honourable member of that house, (Sir Home Popham) obtained leave to quit the British service; and having so done, he purchased a ship, settled at Ostend, and exchanged the vessel so procured for another named the El Trusco. Thus provided, the honourable gentleman sailed for India, where he loaded his ship, proceeded from thence to Dungeness, and there ran in, or, to speak more intelligibly, smuggled in a part of the cargo. After some transactions, in which Lieutenant Bowen, of the Brilliant, was concerned, the ship came within the jurisdiction of the court of admiralty. Proceedings were thereupon instituted, and claims were put in by the hon. baronet, to the amount of 100,000l.; and he demanded the restoration of the vessel, as being his own property. In that court he avoided process, and absconded. Captain Robinson, who was the captor, received nothing; but in September, 1805, his Majesty, in compliance with the recommendation of Mr. Pitt, Mr. Long, and another lord of the treasury, made the hon. Baronet a present of the sum of 25,000l. He presumed that this would not be reckoned among the rewards assigned for meritorious services: it was, in truth, a reward to an officer of the navy, for having violated the laws of his country.

Sir *Home* rose and said, it was impossible that he could avoid complaining of the manner in which he was thus made the subject of such an attack, which was greatly aggravated, because, being done at a sudden, he was quite unprepared to defend himself. He trusted, however, that the house would believe, that, whether in India or at home, the good of his country was an object nearest his heart. If he had adopted the mode alluded to by the hon. gentleman, he could tell him there was nothing derogatory in it; it was the best that a man of his then rank in the service could attempt, to enable him to improve in his profession. He defied the hon. gentleman, or any other person, to prove a single act that constituted him a smuggler; and he should be happy to see all the papers relating to him and his conduct, from the India House, produced and laid before the public.

The *Advocate General* stated, that Sir Home Popham, when in India, was known to persons in the highest offices there, to be a British subject;

that he was very much countenanced by them; and in consequence of the services he had rendered the East India Company, by taking the soundings of Prince of Wales' island, and other parts in those seas, he had received such recommendations to the court of directors, as had procured him some very valuable presents from them. From India he had, however, sailed to China, and at Canton had taken in a cargo of tea, without any license from the India company, which rendered the transaction a breach of the law, and as such the cargo was liable to forfeiture. But it was not a droit of the admiralty; it was not what had fallen to the King as a capture in time of war, but was merely what became vested in his Majesty as a forfeiture, in consequence of the cargo being illegal, for want of a license from the India company. With this cargo of tea, the hon. baronet was proceeding to Ostend, in the ship El Trusco, when she was met with and seized by his Majesty's ship the *Brilliant*; and the ship and part of the cargo were condemned, for the benefit of the captors; but this part of the cargo, which was the property of the hon. baronet, became vested in the King as a forfeit; and under all the circumstances of the case, it became a question whether it was a fit forfeiture for the crown to take advantage of. On a mature and deliberate consideration of the case, he was of opinion that it was not; and therefore he advised the remission of it, which accordingly took place.

After some further discussion, the Chancellor of the Exchequer submitted an amended motion, adopting the whole of that submitted by Sir Francis, excepting that part which called for the statement of the application of these funds since 1792.

On a division, there appeared,

For the amendment 82 | Against it 57—Majority 25

FRIDAY, FEBRUARY 12.

Sir Charles Pole moved for an account of all ships, vessels, cargoes, and parts of cargoes, prosecuted as prizes in his Majesty's court of admiralty in England, and his courts of vice-admiralty elsewhere, since the beginning of the year 1802, so far as the same could be made up.—Also, for an account of all such ships as have been adjudged to his Majesty by the said courts as prizes, or have been seized or detained from the enemy previous to a declaration of war; specifying the names of such ships, the persons by whom seized and detained, and the amount respectively of such prizes.—Ordered.

Mr. *Eden* moved for an account of the number of neutral ships and vessels which had come, or been brought into the ports or other places of Great Britain, in consequence of the orders of council, dated the 11th of November, 1807, specifying the nations to which such ships belonged; also such as had commenced their voyages before they had received notice of the issuing of such orders, and such as had been allowed to proceed on their voyages.—Ordered.

Dr. Lushington moved for an account of the number of such neutral ships as had been compelled to enter and were afterwards suffered to depart from the harbours and ports of this country since November, 1807, upon giving bond; and specifying respectively the conditions and penalties of such bonds.—Ordered.

MONDAY, FEBRUARY 15.

Mr. *Taylor* moved for various papers relating to the expedition against the Dardanelles.

Mr. *Canning* agreed to the production of several of them; but observed that, with respect to the orders given by Lord Collingwood he did not think any public ground had been stated for their production. With regard to his own feelings on the subject, he would advise the house not to persist in the inquiry.

Mr. *T. Grenville* stated the difficulties under which the late ministry stood, and the disadvantage under which they must inevitably labour in the discussion. It was impossible for them to know the result of the expedition before they were deprived of office. Had the enterprize been completed before that period, they would in that case have had more full and ample information. Sir T. Louis's report, he conceived highly necessary to be laid before parliament; though the present board of admiralty, in a late communication he had with them, considered it of no signification, as the object of that report had been concluded. His orders to Lord Collingwood were, that no hostility should be resorted to till his Majesty's ambassador had declared all amicable adjustment at an end.

Mr. Taylor's motion was agreed to without a division.

THURSDAY, FEBRUARY 18.

Sir *John Lubbock* presented a petition from the company of merchants trading to the Levant seas.—Ordered to lie on the table.

Mr. *T. Grenville* moved for some additional papers on the subject of the Dardanelles question.—Ordered.

Mr. *Dent* moved for a copy of the memorial of Sir Home Popham to his Majesty in 1802, praying restoration of his property condemned in the Etrusco.—Ordered, with several other papers on the same subject.

On the motion for the second reading of the Orders in Council Indemnity bills, a debate ensued, and a division took place,

For the second reading 214 | Against it 94.

FRIDAY, FEBRUARY 19.

Mr. *C. Pole* moved, that there be laid before the house, a copy of the memorial presented by Dr. Hicks, late surgeon of the Ville de Paris, to the trustees of the Naval Asylum, praying to be appointed surgeon to that institution; and a copy of a letter from Dr. Kiel to the same gentlemen, enclosing a certificate from the Transport Office.

After some explanation from Mr. Rose, the papers were ordered; also, on the motion of Mr. Rose, the date of the nomination of the person appointed surgeon to that institution.

On the motion of Colonel Wood, it was ordered, that there be laid before the house copies of all instructions transmitted by the government in this country to any officers in the Mediterranean, respecting the expeditions to Egypt and the Dardanelles.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, JANUARY 30, 1808.

Copy of a letter from Admiral the Right Honourable Lord Gardner, &c. to the Hon. W. W. Pole, dated the 26th instant.

SIR,

I ENCLOSE herewith, for the information of the Lords Commissioners of the Admiralty, the copy of a letter which I received from Captain Tower of the Iris, at Plymouth, giving an account of the capture by that ship, on the 24th instant, of the French lugger privateer Marsouin, of fourteen guns (which, with her anchors, it appears, were thrown overboard), and having a complement of sixty men.

I have the honour to be, &c.

GARDNER.

His Majesty's Ship Iris, Plymouth Sound,
MY LORD, *25th January*, 1808.

In returning from the squadron under the command of Sir Richard King, Bart. I have the honour to inform your lordship I fell in, yesterday, off the Lizard, with a French lugger privateer Marsouin, armed with fourteen guns and sixty men, which we captured; her guns and anchors were thrown overboard during the chase.

It appears by the journal of her last cruise (dated the 28th October, near Cork), and is corroborated by the Role de l'Equipage, that in attempting to board a transport, the troops being concealed, a volley of musketry killed the captain and ten men, and wounded five others.

I have the honour to be, &c.

J. TOWER.

The Right Hon. Lord Gardner, &c. &c. &c.

Copy of a letter from Vice-Admiral the Right Hon. Lord Collingwood, &c. to the Hon. W. W. Pole, dated on board his Majesty's ship Ocean, at sea, Nov. 10, 1807.

SIR,

I enclose, to be laid before my Lords Commissioners of the Admiralty, a letter which I have this day received from Captain Rosenhagen, of his Majesty's ship the Volage, giving an account of his having captured, on the 6th instant, the French cutter Succès, of ten guns and fifty-nine men, commanded by the Lieutenant de Vaisseau, Bourdé Villehuet.

I am, &c. COLLINGWOOD.

His Majesty's ship Volage, off Galita Island,
MY LORD, *the 6th of November*, 1807.

I have the honour to acquaint you, that being on my way to join your lordship, I had this morning the good fortune to fall in with and capture the French cutter Succès, of ten guns and fifty-nine men, commanded by Lieutenant de Vaisseau, Bourdé Villehuet. She sailed only three days ago from Toulon, and had seen nothing. The officer says he was going to cruise, but several circumstances incline me to think he was charged with despatches of some consequence, which, however, he had sufficient time to destroy. The cutter, I believe, was formerly in his Majesty's service under the name of the Sussex.

I have the honour to be, &c.
P. L. ROSENHAGEN, Captain.

To Vice-Admiral Lord Collingwood, &c.

Copy of a letter from Vice-Admiral the Right Hon. Lord Collingwood, &c. to the Hon. W. W. Pole, dated on board His Majesty's ship Ocean, at Syracuse, December the 6th, 1807.

SIR,

Having sent the Herald to obtain information from Captain Campbell of the Unité, of the state of the enemy in the neighbourhood of Corfu, Captain Hony, in the execution of this service, observed an armed trabaccolo at anchor under the fortress of Otranto; and on the evening of the 25th of October he despatched the boats under the direction of Lieutenant Walter Foreman, to bring her out, which was very gallantly done, notwithstanding a heavy fire from the shore and the vessel.

She proved to be the Cæsar French privateer, of four six-pounders, bound with supplies to Corfu.

I enclose, for their lordships' information, a copy of Captain Hony's letter, relating the circumstance, and by which it appears that Mr. James Wood, carpenter, wounded in the boats, and three seamen on board the Herald, is the principal damage sustained. I am, sir, &c.

COLLINGWOOD.

His Majesty's sloop Herald, Nov. 11, 1807.

MY LORD,

In the execution of your orders, when off Otranto, with his Majesty's sloop under my command, on the 25th of October I observed an armed trabaccolo under that fortress, and conceiving it practicable to cut her out under cover of night, despatched the boats directed by Lieutenant Walter Foreman, who executed the orders given him with the greatest gallantry, under a heavy fire of great guns and musketry both from the vessel and shore.

She was shortly brought out, and proves to be le Cæsar French privateer, of four six-pounders, belonging to Ancona, having on board a cargo of rice and flour on account of the French government, bound to Corfu. The crew defended her until the boats were alongside, when all excepting four escaped by a stern hawser.

The sloop has received some little injury both in hull and rigging, but am happy to say my object was obtained, with one officer wounded in the boats, and three seamen in the ship.

I here subjoin a list of wounded, and have the honour to be, &c.

G. M. HONY, commander.

The Right Hon. Lord Collingwood,
Vice-Admiral of the Red, &c.

Mr. James Wood, carpenter, dangerously.
John Swain, James Carmichael, Samuel Rutter (on board), slightly.

Extract of a letter from Vice-Admiral the Right Hon. Lord Collingwood, &c. to the Hon. W. W. Pole, dated on board his Majesty's ship Ocean, at Syracuse, December 9, 1807.

On the 29th November his Majesty's ship Glatton fell in with a number of small vessels carrying troops to Corfu from Otranto, and took the soldiers (in number three hundred) from nine of them, and destroyed the vessels; two escaped and got back to the port from whence they came.

Copy of a letter from Captain Upton, of his Majesty's ship Sybille, to the Hon. W. W. Pole, dated the 25th instant. Lizard bearing N. W. by W. five leagues.

SIR,

Be pleased to inform their Lordships that his Majesty's ship under my command has captured the Grand Argus, French lugger privateer, Michael Daguinet, captain, of four guns (but pierced for twelve), forty-one men, fifty tons, out three days from Granville, on her first cruise, and has made no captures. I have the honour to be, &c.

C. UPTON, Captain.

FEBRUARY 6.

Extract of a letter from Vice-Admiral Dacres, &c. to the Hon. W. W. Pole, dated on board his Majesty's ship Veteran, Port Royal, 13th December, 1807.

Having received a letter from Captain Maurice, of the Savage, acquainting me of the capture of the Quixote, Spanish privateer of eight guns, and ninety-nine men on board, belonging to Porto Cavallo; and as she is a vessel of a large class, and fitted out for the annoyance of the trade bound to this island, it gives me pleasure to acquaint you therewith.

THE LONDON GAZETTE EXTRAORDINARY.

FEBRUARY 9, 1808.

Downing-Street, February 8, 1808.

Captain Berkeley, first aide-de-camp to General Bowyer, arrived yesterday morning at the office of Viscount Castlereagh, one of his Majesty's principal secretaries of state, with a despatch from the general, of which the following is a copy:

MY LORD, *Santa Cruz, Dec. 27, 1807.*

Being in a state of preparation and readiness to move a sufficient force against the Danish islands in these seas, in consequence of your lordship's despatch of the 5th of September, no time was lost (after the arrival of his Majesty's final commands, signified to me by Lord Hawkesbury's letter of November the 3d, in your lordship's absence, by the Fawn sloop of war, which arrived early on Tuesday morning the 15th instant at Barbadoes) in embarking the troops at Barbadoes on board the men of war appointed to receive them by Rear-Admiral Sir Alexander Cochrane, who immediately despatched others to the islands to leeward to take on board such as were under orders in each of them, with directions to proceed to the general rendezvous, the whole of which, except one hundred rank and file of the 90th regiment from St. Vincent's, joined the admiral before or soon after our arrival on the island of St. Thomas, on the 21st instant. It was then thought proper to send a summons to Governor Von Scholten, in charge of Brigadier-General Shipley and Captain Fahie commanding his Majesty's ship Ethalion, to surrender the islands of St. Thomas, St. John, and their dependencies, to his Britannic Majesty, which he did the next day on terms agreed upon between him and Major-General Maitland and Captain Pickmore, of his Majesty's ship Ramillies, which were afterwards approved of and ratified by Rear-Admiral the Honourable Sir Alexander Cochrane and myself, a copy of which I have the honour to enclose, and hope they will meet with his Majesty's approbation.

On the 22d, in the evening, after leaving a garrison of three hundred men of the 70th regiment, with an officer and detachment of the royal artillery, at St. Thomas's, under the command of Brigadier-General Maclean, whom I have also directed to assume the civil government of the same, until his Majesty's pleasure is signified thereon, we proceeded to Santa Cruz, the Admiral having previously sent his Majesty's ship Ethalion, with Brigadier-General Shipley and Captain Fahie to summon that island; who returned the next morning, the 24th, with a letter from the governor, offering to surrender it to his Majesty, provided we would allow three Danish officers to view on board the ships the number of troops brought against it, which we permitted, that his excellency's military honour might thereby not be reflected on. These officers having made their report to their governor, returned early the next morning, the 25th, to the flag-ship with a message, that the governor was willing to treat for the surrender of the island, when Major-General Maitland and Captain Pickmore were again sent on shore to settle the terms of capitulation, a copy of which I also transmit; which being approved of by the admiral and myself, troops were landed, and the forts and batteries taken possession of in the name of his Majesty the King of the United Kingdoms of Great Britain and Ireland, a royal salute being fired on the British colours being hoisted.

I should be ungrateful in the extreme did I not state to your lordship the great and many obligations I conceive myself, the officers, and soldiers to be under to Rear-Admiral the Honourable Sir Alexander Cochrane, the captains and officers of the royal navy, who have universally afforded us every comfortable accommodation in their power, and I am sure much to their own inconvenience.

I am convinced that had it been necessary to have called for the exertions of the sea and land forces employed upon this expedition, that they would have added another laurel to the many already acquired by British valour and discipline.

Copies of the two letters of summons, with the answers of the respective governors, are herewith transmitted, together with a return of ordnance, and ordnance stores taken possession of, both at St. Thomas's and Santa Cruz.

This despatch will be presented to your lordship by Captain Berkeley of the 16th infantry, an intelligent officer, who will answer any question you may be pleased to ask him; and I beg leave to recommend him to your lordship's notice.

Captain Berkeley is my first aide-de-camp.

I have the honour to be, &c.

HENRY BOWYER,
General and Commander of the Forces.

On board his Majesty's ship Belleisle,
off St. Thomas, Dec. 20, 1807.

SIR,

We, his Britannic Majesty's commanders in chief by land and by sea in these colonies, in obedience to our sovereign's orders, do summon you to surrender the island of St. Thomas and its dependencies to the forces under our command.

We are well aware, sir, that your bravery and loyalty to your sovereign may induce you to make resistance, which can avail but little against the forces now opposed to you; we therefore trust, to prevent the effusion of blood, and probably the confiscation of all property, that you will accept of such terms as may be proper for us to grant, and honourable for you to receive.

We think it necessary to add, that we will certainly resent and retaliate for any injurious treatment that may be offered unjustly to any one of our nation under your government, by forcing them to take up arms against their lawful sovereign.

We have the honour to be, &c.

HENRY BOWYER,
General and Commander of the Forces.
ALEX. COCHRANE,
Rear-Admiral and Commander in Chief of the Naval Forces.

To his Excellency Colonel Van Scholten, Commandant, &c. &c. &c. St. Thomas.

SIRS, *St. Thomas, Dec. 21, 1807.*

It cannot be presumed under any circumstances, that I can think of capitulating, until I am vanquished; or at least until I know the strength of the sea and land forces by which I am menaced to be attacked: I therefore send out three officers, in order to obtain this information, and your Excellencies' permission to count the troops. The gentlemen which your Excellencies have sent on shore have given me their word of honour that no hostilities of any kind shall be committed, before my officers are again landed at St. Thomas, and then I shall immediately acquaint your Excellencies of my determination, through any signal which may be agreed upon on board.

If I should be induced to wish to capitulate, I request that persons may be sent on shore, for the purpose, with full authority, to sign a capitulation, on the basis of the one concluded in 1801, and with such alterations as circumstances may require.

I have the honour to be, &c.

W. V. SCHOLTEN.

To their Excellencies the Commanders in Chief of his Britannic Majesty's Naval and Land Forces off St. Thomas.

ARTICLES *of* CAPITULATION *for the surrender of the Danish islands of St. Thomas and St. John's, together with their dependencies, entered into between General Henry Bowyer, the commander of the land forces, and Rear-Admiral the Honourable Sir Alexander Cochrane, Knight of the Bath, and commander in chief of the naval forces employed at Barbadoes and the Leeward Islands, on the part of his Britannic Majesty, and Colonel Van Scholten, commandant of the said Danish islands, on the part of his Majesty the King of Denmark.*

Art. I. The islands of St. Thomas and St. John's, and their dependencies, are hereby placed under the protection of his Britannic Majesty.

Answer.—War being declared between the two nations, the islands of St. Thomas and St. John's, and their dependencies, must be surrendered to the forces of his Britannic Majesty.

Art. II. Military honours are to be shewn at the surrender: the officers keep and continue to carry their swords.

Answer.—Agreed to.

Art. III. All the inhabitants of the said island are to enjoy the fullest security for their persons, property, and other rights, as well as a free exercise of their religion.

Answer.—All bonâ fide Danish inhabitants shall enjoy the fullest security for their persons and properties, as well as a free exercise of their religion, provided they do not, in any measure, cover, or attempt to cover the property of the enemies of Great Britain and Ireland. By property is to be understood all goods and merchandise now on shore. And to render any further explanation on this head unnecessary, it is required that all Danish inhabitants, and those of other nations, not at war with Great Britain, shall give in, when called upon, and if demanded, on oath, a strict and impartial account of all property belonging to the enemies of Great Britain, either in their own possession, or within their knowledge, thereby fully securing the intention of this article.

Art. IV. Arms and ammunition to be delivered by a commission composed of officers of both parties; also the magazines and provisions, and what else may be found in the forts, as it shall be found to-day, according to returns to be drawn up.

Answer.—Agreed to.

Art. V. All Danish officers, and the garrison, to be conveniently and safely conducted to their native country; and those that might desire to proceed *viâ* America or elsewhere, to be provided with proper passports, or to remain in this country if they wish.

Answer.—The garrison must be considered as prisoners of war, and conveyed to Europe as speedily as possible, and every indulgence shewn them.

Art. VI. No military to be quartered in houses, but in barracks and proper rooms to be assigned by the burgher council, and a commission appointed to that end.

Answer.—Agreed to; but the buildings must be such as the quartermaster-general approves of.

Art. VII. The Danish laws and ordinances to remain in force. All courts and judicial offices to be occupied by the present officers. Delinquents under confinement not to be released until their sentence is passed and enforced.

Answer.—The Danish laws and ordinances shall remain in force, subject to the pleasure of his Britannic Majesty. The judicial offices to continue occupied by the present persons; but they, as well as all civil officers, must be subject to the approbation of the commanders in chief. The latter part of this article is agreed to on the same condition. An English custom-house will be established on the same basis as in the British colonies.

Art. VIII. The king's and public treasuries, all public book-keepings, and accounts, archives, and protocols remain unmolested, under the hands of the respective officers, for mutual security and use.

Answer.—All public property, and all property belonging to the King of Denmark, or to his government, must be given up (to his Britannic Majesty); and all public papers and records must be submitted to the inspection of the British. The records and papers will be allowed to remain in the proper offices.

Art. IX. His Majesty the King of Denmark, having advanced loans to the planters, the said planters continue to pay off according to the method regulated, unto his said Majesty the King of Denmark, who retains the right of mortgage on the estates.

Answer.—Answered in the last article; but any sum now due shall be paid without delay to such persons as shall be appointed by the commanders in chief (subject to the pleasure of his Britannic Majesty).

Art. X. No inhabitant shall be compelled to carry arms, or perform duty, when he has made his oath of neutrality.

Answer.—Agreed to; but they will be required to take an oath of allegiance to the British government, expressing that they will not, either openly or secretly, do any thing hostile to the British government.

Art. XI. The Americans shall be permitted, without constraint, to export the produce of the islands, and to provide them with necessities. The inhabitants are allowed to ship their produce to America.

Answer.—These colonies must trade under the same laws as govern the British West India islands.

Art. XII. The free coloured people of this island shall be regarded and protected as heretofore under the Danish government, and they shall not be forced to do any military duty.

Answer.—The Danish free coloured people will be protected as heretofore, and will not be forced to do any military duty; but they must take an oath of allegiance, conformably to the tenth article.

Art. XIII. In the general claims of Danish and neutral property to be respected, as belonging to its lawful owners, is also comprehended the vessels and all property afloat in the harbours, or what might arrive during the time the Danish colonies may remain in the possession of his Britannic Majesty.

Answer.—Answered by the reply to the third article.

Art. XIV. Slaves to remain the undisputed property of their present lawful owners.

Answer.—Slaves being property, this has already been settled by the answer to the third article.

Art. XV. The police of this island continues to perform its official functions with the same authority as under the Danish government, and according to the laws and usages of the country.

Answer.—This has already been answered by the reply to the seventh article.

Art. XVI. The paper-money issued by his Danish Majesty is to remain in circulation as heretofore.

Answer.—Granted, subject to the pleasure of his Britannic Majesty.

All the forts, military posts, and vessels of war, must be given up as soon as the capitulation is ratified by the commanders in chief.

St. Thomas, December 21, 1807.

VAN SCHOLTEN.
FREDERICK MAITLAND,
Major-General.
FRANCIS PICKMORE,
Captain, Ramillies,

RATIFIED,

HENRY BOWYER,
General, and Commander of the Forces.
ALEXANDER COCHRANE,
Rear-Admiral, and Commander in Chief of his Majesty's Ships, &c.

His Majesty's ship Belleisle, off St. Thomas,
December 22, 1807.

SIR,

The island of St. Thomas and its dependencies having been summoned, and in consequence surrendered to his Britannic Majesty's forces by land and by sea in these colonies, we, the commanders thereof, in obedience to our sovereign's orders, do likewise summon you to surrender the island of Santa Cruz and its dependencies.

We offer, Sir, for your acceptance, such terms as will be honourable for you to receive, and such as may be proper for us to grant. Being desirous to prevent the unavailing effusion of blood, and probably the confiscation of all property, as we are well aware that any resistance on your part to the forces at present under our command could not be effectual.

It is necessary we should add, that we will certainly resent any injurious treatment unjustly offered to any of our nation now under your government, in forcing them to take up arms against their lawful sovereign, or by confiscating any part of their property.

Brigadier-General Shipley, and Captain Fahie, of the frigate Ethalion, will have the honour to deliver this, and to wait for an answer.

We have the honour to be, &c.

HENRY BOWYER,
General and Commander of the Forces.
ALEXANDER COCHRANE,
Rear-Admiral and Commander in Chief of the Naval Forces.

To his Excellency Governor Lillienschiold,
&c. &c. &c. Santa Croix.

St. Croix, Government-House,
December 22, 1807.

GENTLEMEN,

In answer to your summons of the island of St. Croix, which has been transmitted to me by Brigadier-General Shipley and Captain Fahie, I have the honour to reply, that before I can enter into any discussion on the subject, I must demand permission to send on board of his Britannic Majesty's ships three of my officers, Major Krause, Captain Holm, and Lieutenant Lohse, in order to ascertain the extent of the force employed against the island under my government.

I have the honour to be, &c.

LILLIENSCHIOLD.

To their Excellencies General Henry Bowyer,
and Rear-Admiral Sir Alexander Cochrane, &c. &c. &c.

ARTICLES *of* CAPITULATION *for the surrender of the Danish island of Santa Croix, and its dependencies, entered into between General Henry Bowyer, commander of the land forces, and Rear-Admiral the Hon. Sir A. Cochrane, Knight of the Bath, and commander in chief of the naval forces employed at Barbadoes and the leeward islands, on the part of his Britannic Majesty, and Governor Lillienschiold, of the said Danish island and dependencies, on the part of his Majesty the King of Denmark.*

Art. I. By delivering up the island, all military honours are to be given. The garrison to march out with their arms, ammunition, drums beating, and flying banners. The troops shall on no account whatsoever be considered as prisoners of war. The infantry and cavalry to remain in undisturbed possession of their arms. The corps of artillery to keep in possession two field-pieces and an ammunition waggon.

Answer.—The garrison shall march out with all the honours of war, as expressed, and the officers shall keep their swords; but all must be prisoners of war, and all arms, except officer's swords, shall be faithfully delivered up.

Art. II. The entire military force shall have liberty to remain in their quarters in the island, and receive their usual pay and victuals, until the same, through suitable means, and upon British expence, can be transported to some convenient place in Denmark, in possession of his Danish Majesty. None of the forces to be permitted to enter into the British service; and all to keep possession of their luggage and equipage. Should any of the officers wish to go to America, or any other neutral country, on their way home, they are to be provided with passports to that effect, and they will be permitted to stay two months in the island, from the time this capitulation is signed.

Answer.—The garrison will be conveyed to England as soon as ships can conveniently be provided, and every indulgence will be shewn them. Their pay cannot be paid by the British, but they will receive the usual rations and allowances issued to prisoners of war. The officers and men will have their private property preserved to them. Passports shall be given to such officers as may require them, to go to America. Those officers who wish to remain two or three months, shall be allowed, and the men shall be quartered as long as they remain on the island. No other answer can be given to this article, except that the officers may rely upon every respect and civility being shewn to them.

Art. III. Those military officers, who wish to remain in the island, are permitted to do so.

Answer.—Agreed to.

Art. IV. All the arms and ammunition to be delivered up by a commission of officers of both parties; also the royal stores and provisions, and what else of his Majesty's property shall be found in the forts; also the money in the king's treasuries, all according to the specification which is to be made as soon as the country is surrendered.

Answer.—Agreed to; but a bonâ fide account supported by proofs shall be given.

Art. V. All churches and religious congregations shall be supported in their respective rights and privileges.

Answer.—Agreed to.

Art. VI. The Danish laws and special ordinances of this country shall remain in full and uncontrolled vigour and execution as hitherto; and justice to be administered by the persons now in office The appeal from the upper court, to go as usual to the high court of justice at Copenhagen.—All the civil officers are to remain in the administration of their respective offices.—The police of this island is to be administered as hitherto, with the same authority as under the Danish government, according to the received usages of the island, and by the same persons.

Answer.—The Danish laws and ordinances shall remain in full force until the peace. The same officers, judicial and civil, shall remain in their several places, but subject to the pleasure of the commander in chief.

The appeal from the upper courts must go to his Britannic Majesty in council. The police will remain undisturbed, and exercised by the same persons.

Art. VII. All private property belonging to persons present or absent, to individuals, or bodies corporate, of every denomination, is to be respected, and the proprietors to remain in full and uncontrolled possession and administration of the same, by themselves, or by their attornies.

The inhabitants of this island are to have it in their power either to dispose of their produce here, or to ship it to England, America, or elsewhere.

Answer.—All Danish property on shore (except such produce as may have been relanded from on board ship since the blockade of the island; and even coffee the produce of St. Dominica now stored here) shall be fully secured to the proprietors, provided they do not in any manner cover, or attempt to cover, the property of the enemies of Great Britain and Ireland.

The latter part of this article will be referred to in the answer to Article XIII.

Art. VIII. No inhabitant shall be compelled on any pretence whatsoever to bear arms against his Danish Majesty, or any other power, or perform any military duty.—The inhabitants are to keep their arms and ammunition; those who wish to remain on the island, shall swear to observe a strict neutrality, and those who may wish to quit it, shall be allowed to dispose of their property, or to appoint attornies for the administration of the same.

Answer.—The inhabitants shall not be compelled to bear arms against his Danish Majesty, but they must take an oath of allegiance, binding themselves to do nothing hostile against the British government, openly or

They shall keep their arms, but subject to the controul of his Britannic Majesty's governor. They may remain in the island, or quit it, as they please. They may also dispose of their properties, and appoint attornies for the administration of the same.

Art. IX.—The free people of colour shall continue to enjoy their freedom and property, and in every respect to be treated as the other inhabitants.

Answer.—Agreed to; they taking the oath of allegiance to the British government.

Art. X.—No officer or soldier shall be billetted on the inhabitants, every assistance shall be given to procure proper quarters.

Answer.—Agreed to; but proper quarters shall be assigned to the British garrison, which shall be approved of by the quartermaster-general of the army.

Art. XI.—The loans belonging to his Danish Majesty are to be considered, as they really are, private property.

Answer.—All property whatever, which in any way belongs to the King of Denmark, must be surrendered to his Britannic Majesty the King of Great Britain and Ireland; and all sums now due on loans, as well as what may become so, must be regularly paid to commissioners appointed to receive the same; but the principles of equity which have governed his Danish Majesty's instructions on the subject, will be observed.

Art. XII.—All public books, archives, and registers of government, or the burgher council, and all other public offices, shall be held sacred, and unmolested in the respective offices, under the care of the present officers.

Answer.—Agreed to; subject to the inspection of the British government.

Art. XIII.—The ports of the colony shall be open to all American and all other neutral vessels, which shall be permitted to import provisions and supplies, and to export sugar and rum, and other colonial produce, free of duties.

The inhabitants shall enjoy the same liberty of importation and exportation in their own vessels, and with regard to the payment of customs and duties on importation, be placed on a footing with the most favoured British colonies.

Answer.—The colony must trade subject to the British laws, as in force in the British West India islands, and shall have whatever advantages are allowed to the most favoured British colony.

Art. XIV.—His Danish Majesty has, for the use of this and the other Danish islands, issued a certain paper currency, whereof a considerable sum is now in the possession of the community. As such paper money has hitherto passed, to the great convenience of the inhabitants, it is to pass hereafter as current money, as well as joes, dollars, rials, stivers; and no alteration to be made in their respective values.

Answer.—Agreed to; subject to the pleasure of his Britannic Majesty.

Art. XV.—Certain persons, Danes, having engaged in a dangerous conspiracy, for the purpose of subverting, even by means of assassination, the existing order of things, the inquiry already instituted is to proceed against the persons arrested, and such others as may hereafter be detected to have been implicated, in the same manner as if the colony had remained under the Danish flag; and when the inquiry is at an end, those persons are to be sent to Denmark to take their trials.

Answer.—Agreed to; but from this time all further proceedings must be subject to the final orders of the King of Great Britain and Ireland.

Art. XVI.—The commanders in chief are to despatch immediately two swift sailing vessels to Denmark with copies of this capitulation.

Answer.—The commanders in chief will forward immediately, by an English ship of war any despatches that the governor may have *via* London.

The forts and batteries shall be delivered up as soon as these articles are ratified by the commanders in chief.

Frederickstadt, Santa Croix, December 25, 1807.

FRED. MAITLAND,
Major-General.
FRAS. PICKMORE,
Captain of his Majesty's ship Ramillies.
LILLIENCHIOLD.

(Ratified.)
HENRY BOWYER,
General, and Commander of the Forces.
ALEX. COCHRANE,
Rear-Admiral, and Commander in chief of his Majesty's ships, &c.

General Return of ordnance and ordnance-stores, found in the citadel and batteries in the island of St. Thomas, when given up to his Britannic Majesty's forces brought against it by Rear-Admiral Sir Alexander Cochrane and General Henry Bowyer.

St. Thomas, December 22, 1807.

IRON ORDNANCE.

Citadel.

8 six-pounders, mounted on garrison carriages; 16 four-pounders, mounted on ditto; 11 four-pounders, dismounted.

Water battery.

13 eighteen-pounders, on hard wood garrison carriages; 1 eighteen-pounder, on a travelling carriage; 4 four-pounders on garrison carriages; 12 of different calibres, from twelve-pounders to four-pounders, dismounted; 10 of different calibres, said to be private property.

East battery.

5 eighteen-pounders, on garrison carriages; 2 six-pounders on ditto.

Prince Frederic battery.

2 eighteen-pounders, on garrison carriages; 1 eight-pounder, on ditto; 1 six-pounder, on ditto; 7 eight-pounders, dismounted; 1 eighteen-pounder, ditto.

Total number of guns—91.

BRASS ORDNANCE.

5 one-pounders, field, upon light travelling carriages, sets of harness complete.

Magazine, No. 1.

44 whole barrels of gunpowder; 7 whole barrels of ditto, fine grain; 150 eighteen-pounder cartridges, filled; 3 barrels of eight-pounder cartridges, filled; 2 barrels of six-pounder cartridges, filled; 550 rounds of ammunition for one-pounder, fixed; 800 rounds of ammunition for ditto; 12 whole barrels of ball cartridges; 1 half barrel of tubes; 6000 musket balls.

Magazine, No. 2.

2 whole barrels of gunpowder; 1 half barrel of ditto; 1 half barrel of ball cartridges.

Magazine, No. 3.

16 whole barrels of gunpowder; 1 half barrel of ditto; 10 quarter barrels of ditto; 5 whole barrels of ball cartridges.

N. B. The gunpowder, &c. contained in No. 3, is said to be the private property of individuals, placed there for safety.

Round shot on the batteries.

720 four-pounders; 1000 eighteen-pounders; 200 six-pounders.

Grape Shot on the batteries.

70 eighteen-pounders.

Temporary Magazine.

120 eighteen-pounder cartridges, filled; 80 six-pounder cartridges, filled.

Shot Yard.

Round shot.—70 twenty-four pounders; 200 twelve-pounders; 800 eight-pounders; 1400 four-pounders.

Shells—30 five and half-inch; 60 four-inch and two-fifths.

In the shot-yard there are thirty-two iron guns of small calibre, unserviceable, and three carronades and seven iron six and four-pounders, said to be the property of individuals.

The small stores, which seem to be in small proportion, are not enumerated, and will be taken account of hereafter.

EDWARD STEHELIN,

Lieut. Col. commanding Royal Artillery, West Indies.

Return of ordnance and ordnance-stores found in the island of St. Croix at its surrender to his Britannic Majesty's arms, under the command of Sir Alexander Cochrane, K. B. and General Henry Bowyer, December 25, 1807.

Frederickstadt Fort, or West End.

Iron guns on standing carriages, complete.

13 eighteen-pounders; 12 six-pounders; 1 eight-pounder; 5 four-pounders.

Iron guns dismounted, and unserviceable.

2 twelve-pounders; 5 six-pounders: 2 one and half-pounders.

Iron swivels, serviceable.

7 one and half-pounders.

Iron carronades, serviceable.

11 Twelve-pounders.

Brass howitzers, on travelling carriages.

2 twenty-pounders, or five inch one-fifth.

Brass guns, on travelling carriages.

2 three-pounders, complete; 1 waggon complete for ditto; 6 whole powder barrels; 3 whole barrels of musket ball cartridges; 208 paper cartridges, filled with 7½ lbs. of powder; 247 ditto, filled with 3 lbs. of powder; 80 ditto, filled with 2 lbs. of powder.

Round shot.—785 eighteen-pounders; 43 twelve-pounders; 602 six-pounders; 25 four-pounders; 24 three-pounders, fixed to powder. 104 three-pounders, with wooden bottoms; 212 three-pounders.

Case shot.—32 eighteen-pounders, each containing 100 balls; 25 six-pounders; 46 four-pounders; 24 three-pounders, fixed to powder.

Grape-shot.—48 eighteen-pounders, each containing 100 balls.

Double-headed shot.—63 eighteen-pounders, each containing 100 balls.

18 twenty-pounders, or five inch one-fifth, shells, fixed; 1 coil of rope, 2½ inches, for gun-tackles; 77 serviceable muskets, with bayonets; 100 repairable muskets, with ditto; 30 repairable muskets, without bayonets, and wooden ramrods, received from the coast of Guinea; 40 hand grenades, fixed; 6 serviceable musketoons; 72 cartridge boxes, with black slings; 56 bayonet slings; 77 scabbards for bayonets; 8 drummers' swords, with scabbards; 19 pikes; 35 double blocks for running out the guns; 36 lintstocks; 12 powder horns.

N. B. All the small stores belonging to each piece of ordnance complete, too minute to mention here.

There are twenty iron guns to the right and left of the fort of Frederickstadt, dispersed along the coast in small batteries, the stores of which are very inconsiderable.

Fort Christian.

9 iron eighteen-pounders, standing upon carriages complete; 8 iron four-pounders, standing upon carriages, complete; 4 iron four-pounders, dismounted; 200 paper cartridges, filled with 7½ lbs. of powder; 400 paper cartridges, filled with 3 lbs. of powder.

Shot fixed to wooden bottoms.—600 four-pounders.

Case shot fixed to ditto.—100 four-pounders.

Shot fixed to powder.—200 four-pounders.

Shells.—60 twenty-pounders.

Shot.—1582 eighteen-pounders; 575 twelve-pounders.

40 twenty-pound carcasses; 47 unserviceable guns of different calibres, dismounted.

Shot.—329 eight-pounders; 314 six-pounders; 533 four-pounders; 620 three-pounders.

Rounds of grape shot.—89 twelve-pounders; 514 three-pounders; 20 ten-pounders.

Shells.—39 twenty-pounders; 665 ten-pounders.

10 whole barrels of musket-powder; 70 good stand of arms, with accoutrements: the furniture and accoutrements of the Danish troops of cavalry, 60.

Artillery barracks in the town of Christianstadt.

Brass guns.—4 three-pounders.

Brass howitzers.—2 twenty-pounders.

Louisa Augusta battery.

Iron guns.—6 twenty-pounders; 3 six-pounders.

Iron mortars.—2 twenty-pounders.

20 rounds of ammunition for each piece, 220.

Sophia Frederica battery.

4 iron eighteen-pounders; 20 rounds for each gun, 80.

South Side battery.

2 iron four-pounders; 20 rounds to each gun, 40.

Salmon Hill battery.

2 iron four-pounders; 20 rounds to each gun, 40.

Cain bay.

4 [illegible]-pounders; 20 rounds to each gun, 80.

Salt river.

[illegible] pounders; 20 rounds to each gun, 40.

EDWARD STEHELIN,

Lieut. Col. commanding Royal Artillery, West Indies.

ADMIRALTY OFFICE, FEB. 9, 1808.

Copy of a letter from Rear-Admiral the Hon. Sir Alexander Cochrane, K. B. &c. to the Hon. W. W. Pole, dated on board his Majesty's ship Belleisle, St. Croix, December 27, 1807.

SIR,

Be pleased to inform the Lords Commissioners of the Admiralty, that in obedience to their lordships' orders, received by his Majesty's sloop Fawn, no time was lost in embarking the troops previously destined for the expedition against the Danish islands of St. Thomas and St. Croix. As the artillery, ordnance, and commissary stores had been for some time on board of vessels hired for the purpose, we were enabled to leave Carlisle bay on the 16th instant, General Bowyer doing me the honour of accompanying me in the Belleisle.

On the 19th we reached Sandy Point, St. Christopher's, and received some troops from that garrison; and on the 21st, anchored off St. Thomas, where we were joined by reinforcements from Antigua and Grenada, and the troops held in readiness to land at a moment's notice.

Brigadier-General Shipley and Captain Fahie had been previously sent forward in the Ethalion, charged with a summons to the Governor, to surrender the island, a copy of which, and his answer are enclosed. Soon after they returned, accompanied by three Danish officers, Major General Maitland, and Captain Pickmore of the Ramillies, were sent on shore with powers to negociate with the governor for capitulating, which was agreed to on the enclosed terms, and signed in the evening.

Having on the morning of the 22d taken possession of the island and its dependencies, the first division of the troops intended for the attack of St. Croix was embarked in the frigates and sloops of war; and the same officers again sent forward, charged with a similar summons to the governor. On the morning of the 24th, they rejoined with an answer, and about noon the squadron anchored off the town of Frederickstadt, when three Danish officers (as at St. Thomas) came on board, and it was arranged that the governor should, on the following morning, 25th, meet Major-General Maitland and Captain Pickmore, to settle the terms of capitulation, which was accordingly done, and the fort taken possession of by the troops in the evening; and last night the garrison and town of Christianstadt, on the other side of the island, were also given up.

Copies of the several papers before-mentioned are herewith enclosed, together with returns of ordnance on both islands,* and a list of ships and vessels found in the harbours.

It affords me much satisfaction that this expedition has terminated without loss to either party. Defence on the part of the enemy would only have been attended with unnecessary effusion of blood, as their force could not have withstood that brought against them.

I have the pleasure to state the utmost cordiality existed between the two services employed on this expedition; and I feel truly sensible of the readiness with which General Bowyer met my wishes, in whatever related to the public service.

Captain Parkinson, of his Majesty's sloop Favourite, is charged with this despatch, who will be able to give their lordships such farther information as they may desire.

I have the honour to be, &c.

ALEX. COCHRANE.

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* The same as those transmitted by General Bowyer.

A list of vessels found in the harbour of St. Thomas on the capitulation of that island, December 21, 1807.

American ship Catherine, of 2 guns, pierced for 10, and 275 tons in ballast; Hambro' ship Sophia Magdalene, of 2 guns, and 200 tons, laden with 150 casks of coffee, and 22 casks of sugar; English ship Fly, of 130 tons, laden with ship stores; Danish ship Altona, of 250 tons, laden with ship stores; American ship Elizabeth, pierced for 16 guns, and 250 tons, in ballast; English ship Alexander, laden with indigo, cotton, copper, and dry wood; Hambro ship Lucretia Margaretta, of 10 guns, and 250 tons, laden with 92 hogsheads of sugar, 110 cases of ditto, 600 bales of tobacco, and 13 bales of indigo; Danish brig Neptune, of 118 tons, in ballast; a Swedish brig, of 70 tons, in ballast; Danish brig Fame, of 112 tons, in ballast; English brig Navigation, of 2 guns, and 120 tons; Danish brig Host, of 122 tons, in ballast; a Danish schooner, pierced for 10 guns, and 95 tons, in ballast; Danish schooner Hope and Esperance, of 30 tons, in ballast; Danish schooner Nancy, of 14 tons, in ballast; Danish schooner Nancy, of 12 tons, in ballast; Danish schooner Experiment, of 10 tons, in ballast; Danish schooner Mary, of 20 tons, in ballast; Danish schooner Amphion, of 55 tons; Danish schooner Courier, pierced for 10 guns, and 94 tons, in ballast; Danish schooner Phœnix, pierced for 16 guns, and 100 tons, in ballast; Danish schooner Louisa, of 64 tons, in ballast; Danish schooner Ellenora, of 74 tons, in ballast; Danish schooner William and George, of 30 tons, in ballast; Danish schooner Flying Fish, of 30 tons, in ballast; Danish schooner Alexandria, of 75 tons, in iron ballast; Danish schooner Phœnix, of 84 tons, in ballast; Danish schooner Dolphin, of 60 tons, in ballast; Danish schooner Esperance, of 24 tons, in ballast; Danish schooner Joseph, of 35 tons, in ballast; English schooner Laura, of 35 tons, in iron ballast; Danish schooner Antoinette, of 64 tons, in ballast; English schooner Hippomenes, of 100 tons, laden with casks; Danish schooner Eliza, of 97 tons, laden with ship stores; Hamborough schooner Jung Jacob, of 100 tons, with ballast and stores; English schooner Flora, of 90 tons, in ballast; Danish schooner Betsey, of 40 tons, in ballast; Danish schooner Teaser, of 42 tons, in ballast; Danish schooner Citizen, of 38 tons, in ballast; Danish schooner Larkin, of 44 tons, in ballast; Danish schooner Hope, of 20 tons, in ballast; American schooner Friendship, of 100 tons, laden with 40 bags of cocoa, and 4 barrels of flour; Danish schooner Fortune, of 32 tons, in ballast; Danish schooner Harriet, of 56 tons, in ballast; Danish schooner, pierced for 10 guns, of 60 tons, in ballast; Danish schooner Cosmopolite, of 94 tons, in ballast; Danish schooner Jenette, of 45 tons, in ballast; Danish schooner, pierced for 10 guns, of 78 tons, in ballast; Danish schooner Mogadore, pierced for 8 guns, of 78 tons, in ballast; English schooner Matilda, pierced for 12 guns, of 90 tons, laden with mill timber; Danish schooner William, pierced for 14 guns, and 108 tons, in ballast; Danish schooner John Wall, pierced for 14 guns, and 90 tons, in ballast; Danish schooner Helena, pierced for 12 guns, and 58 tons, in ballast; Danish schooner Jane, pierced for 12 guns, and 116 tons, in ballast; Danish schooner Peggy, of 40 tons, in ballast; Danish sloop Favourite, of 37 tons, laden with water casks; Danish sloop Maria, of 36 tons, in ballast; Danish sloop Sally, of 60 tons, in ballast; Danish sloop Maria, of 30 tons, in ballast; Danish sloop Independence, of 56 tons, in ballast; Danish sloop Fortune, of 74 tons, in ballast; Danish sloop John and Jane, of 54 tons, in ballast; Danish sloop Fleet, of 12 tons, in ballast; Danish sloop Mary Alleta, of 70 tons, in ballast; a Danish sloop of 50 tons, in ballast; English sloop Maria, of 80 tons, in ballast; sloop Antelope, pierced for 10 guns, and 70 tons, in ballast.

ALEX. COCHRANE.

A list of vessels found in the harbour of Christianstadt, St. Croix, December 25, 1807.

Danish ship James, in ballast; Danish schooner Abecorie, in ballast; Danish schooner Princess Carolina, in ballast; Danish schooner William, in ballast; Danish schooner Dart, in ballast; Danish schooner Frederick, in ballast; Danish schooner Dorothey, in ballast; Danish schooner Sincerity, in ballast; Danish schooner Director, in ballast; Danish schooner Mercury, in ballast; Danish schooner Venner, in ballast; Danish schooner La Clair, in ballast; Danish sloop Charlotte, in ballast; Danish sloop The Sisters, in ballast; Danish sloop Evin, in ballast; Danish sloop Caroline, in ballast; Danish sloop Mary, in ballast; Danish sloop Industry, in ballast; Danish sloop Experiment, in ballast; Danish sloop Hivain, in ballast; Danish sloop Two Friends, in ballast.

FEBRUARY 9.

Copy of a letter from Rear-Admiral the Hon. Sir Alexander Cochrane, K. B, &c. to the Hon. W. W. Pole, dated on board his Majesty's ship Belleisle. St. Croix, December 27, 1807.

SIR,

The enclosed copy of a letter, which I have received from Lieutenant Carr, commanding the Attentive gun-brig, acquainting me with the capture of a Spanish privateer, I send for the information of the Lords Commissioners of the Admiralty.

I have the honour to be, &c.

ALEX. COCHRANE.

His Majesty's gun-brig Attentive, Grenada,
October 24, 1807.

SIR,

I beg leave to inform you of my having captured, on the 17th instant, between Tobago and Trinidad, the Spanish privateer lugger Neustra Senora del Carmen, commanded by Don Thomaso Lisaro, rowing 40 sweeps, mounting two carriage guns, with swivels, small arms, &c. and carrying sixty-three men, three of whom were wounded in the chase. She was only fifteen days from Barcelona, and had captured the sloop Harriot, of St. Vincent. I have the honour to be, &c.

ROBERT CARR.

Rear-Admiral the Hon. Sir Alex. Cochrane, K. B. &c.

FEBRUARY 13.

Copy of a letter from Admiral Montagu, &c. to the Hon. W. W. Pole, dated on board the Royal William, at Spithead, the 11*th inst.*

SIR,

I have much pleasure in acquainting you, for the information of the Lords Commissioners of the Admiralty, that his Majesty's sloop Port Mahon, with a French privateer she had captured, is arrived at Spithead: the particulars of which are stated in the enclosed letter from Captain Chambers. I have the honour to be, &c.

GEO. MONTAGU.

His Majesty's sloop Port Mahon, at Spithead,
10*th Feb.* 1808.

SIR,

On the 8th instant, at two P. M. Beachey-head bearing east six leagues, chase was given by the sloop I command to a lugger bearing S. W. which we came up with at ten P. M. and captured; she proving le Furet French privateer, of Havre, out one day, commanded by J. B. Villain, carrying sixteen guns, and having forty-seven men; she had not made any capture this cruise, which is her second.

I am, &c.

S. CHAMBERS.

To George Montagu, Esq. Admiral of the White,
Commander-in-Chief, &c.

FEBRUARY 23.

Copy of a letter from Admiral Montagu, &c. to the Hon. W. W. Pole, dated on board the Royal William, at Spithead, the 20th instant.

SIR,

Be pleased to lay before the Lords Commissioners of the Admiralty the enclosed letter from Lieutenant Perdrieau, commanding his Majesty's gun-brig Hardy, stating the capture of La Revois French lugger privateer. I have the honour to be, &c.

GEO. MONTAGU.

His Majesty's gun-brig Hardy, off Little Hampton,
SIR, *February* 19, 1808.

I beg leave to acquaint you, that at eight o'clock this morning, Beachy Head bearing E. by N. about five leagues, I discovered a lugger close in shore, and made sail in chase of her. Shortly after observed a revenue cutter also in chase, astern of us; and from her superior sailing, came up with her first. Two other cutters joined in the chase. At ten minutes past eleven she struck, and proved to be la Revois, Captain Friesmanton, mounting sixteen guns, from two to six-pounders, and forty-eight men; left Dieppe on the 18th instant, and had made no capture.

I have the honour to be, &c.

STEPH. PERDRIEAU.

To George Montagu, Esq. Admiral of the White, &c.

Naval Courts Martial.

ON Monday, February 1, a court martial was held on board the Gladiator, on Captain Woodriff, late of his Majesty's ship Calcutta, to account for the loss of that ship, by being captured by the enemy.

The following letter from Captain Woodriff to the secretary of the Admiralty, relating the circumstances which led to his being taken, was read to the court:—

Majesteux, Teneriffe, November 7, 1805.

In obedience to the orders of the Right Honourable the Lords Commissioners of the Admiralty, I waited at St. Helena with his Majesty's ship Calcutta, then under my command, until the morning of the 3d of August, collecting such of the Honourable Company's and other ships, as might arrive, and were willing to take the protection of his Majesty's ship. On that morning I sailed, having under my convoy the Company's extra-ship Indus, from Madras; the African, southern whaler, from Desolation; the Fox, whaler, from Mosambique channel; the Grand Sachem, whaler, from the coast of Peru, bound to Milford; all full ships: the Wilhelmina, under Prussian colours, detained by the Calcutta on her passage out; and the Carolina, a large Swedish ship from China, which claimed my protection. Nothing material happened during the passage until the 14th of September, when I fell in with the ship Brothers, of London, from Tobago, being one of a very large convoy from the Leeward Islands, under the protection of his Majesty's ship Illustrious, and from which the Brothers had separated in a gale of wind, with many other ships: this ship being very leaky, and in much want of provisions, the master claimed my protection and assistance; I accordingly gave him instructions, and sent two men to assist at the pumps; but she was so ill-found, and sailed so heavy, that she detained me and my original convoy, at least one-third of our daily distance.

On the evening of the 24th, the Grand Sachem requested permission to part company, being bound to Milford, which she did accordingly the next morning. We were then to the northward in the stream of Scilly, and in long. 12. W At noon we saw several ships to the W. W. N. W. it being then nearly calm; but a light breeze springing up from the westward, which they brought up with them, enabled them to near us fast. I considered them in pursuit, but they were still too distant to form any positive idea of their being friends or enemies; and night coming on, I kept between them and the convoy.

At day-light (on the 26th) they had neared us considerably, and the Brothers sailing so much worse than the rest of the convoy, kept me considerably astern: had I not been unfortunately detained by this ship, all would have been well. At 6 A. M. observing the number of strange ships increased to thirteen, apparently large vessels, closely connected, and evidently in chase of us, I made the necessary arrangements for the escape of my convoy, should they prove an enemy's squadron. At 11, I made the private signal, and waited until noon for its being answered, which did not take place. I then hailed the Indus, and informed the captain that it was an enemy's squadron in chase of us, and ordered him to make all possible sail a-head with the convoy; and at the same time the signal was made to them, 'that an enemy was in sight.'

The enemy nearing us fast, I soon perceived their force to be a three-decker, and four ships of the line, with frigates and other vessels; and as I saw it was next to impossible for both his Majesty's ship and the convoy to escape, I determined to protect the latter, and favour their escape at all events. My own convoy having made all sail a-head, I again dropped astern to speak the Brothers, and recommended him to haul upon a wind to the northward, which he immediately did. I then made sail to intercept a large frigate which was drawing up fast with the convoy. At 3 P. M. this frigate being on our starboard bow, having passed me out of gunshot, began firing her stern chase guns, which we returned with a bow chase. This continued until, by the frigate's shortening sail, we got abreast of her, when both ships opened their fire, but without any material effect, in consequence of the distance the frigate preserved by her superior sailing, and my leading off to the southward to favour the convoy escaping. This distant cannonade continued upwards of an hour, when the frigate hauled entirely out of gun-shot. During all this time I kept running to the southward, in hopes of drawing the enemy's squadron after me; and I am happy to find it had the desired effect, for this partial action brought the whole of their squadron down, except the Sylph brig, which was detached after the Brothers. At 5, the headmost line-of-battle-ship began firing her bow-chase guns, which was returned by the Calcutta's stern chase guns, still running to the southward under all possible sail, but with very little wind. As the line-of-battle-ship being close upon our starboard quarter, and the Thetis about a quarter of a mile on our larboard quarter, I was of opinion the sooner I attacked the line-of-battle ship the better, as disabling her was the only chance remaining of escape; I immediately put the helm a-port, and when within pistol-shot commenced the action, which was instantly returned by the enemy, and continued without intermission for fifty minutes.

As I was under the necessity of bringing the ship to action under all possible sail, she was soon completely unrigged by the enemy's fire. Finding the ship totally unmanageable, and our escape rendered impossible, by the near approach of the rest of the enemy's squadron, I saw that it would be only sacrificing the lives of my people to contend any longer; and I was therefore under the painful necessity of ordering his Majesty's colours to be hauled down. At day-light the next morning, I had much satisfaction in finding that his Majesty's ship had not been uselessly sacrificed, for the ships of the convoy being all out of sight (except the Brothers, which was brought in by the Sylph) I trust they will arrive in safety. I am further gratified, that, in consequence of their escape, information will be given of this powerful squadron's cruising immediately in the track of our homeward-bound trade; and the certainty, if my convoy arrived safe, of a superior squadron being immediately sent after them, determined the commodore to quit that latitude, and run to the S. W. but not till he had captured seven sail of the Illustrious's convoy, and destroyed twenty-four neutrals in the course of the cruise, to prevent information of his situation.

During the action both with l'Armede frigate, and la Magnanime line-of-battle-ship, though in the face of the squadron, the officers and men I had the honour to command did their duty like men, so truly courageous, that no superior force had power to depress them. Much praise is due to my first-lieutenant, Mr. J. Tuckey, to Lieutenant Richard Donovan, and Acting-lieutenant John Collas, for their spirited conduct and active exertions during the pursuit by the enemy and subsequent action; and though his Majesty's ship has been captured, I trust the country has been materially benefited by the escape of my convoy and its subsequent consequences.

List of the enemy's squadron.

	Guns.	*Men.*
La Majesteux	110, and 6 brass howitzers	1150
La Magnanime	74, and 4 ditto	700
La Leon	74, and 4 ditto	700
La Jemappe	74, and 6 ditto	700
La Souffrein	74, and 4 ditto	700
*L'Armede	40, and 4 ditto	350
La Gloire	40, and 4 ditto	350
La Thetis	40, and 4 ditto	350
Le Sylph brig	18,	120
Le Paleneure brig	16,	120

Evidence having been heard in support of the above letter, the Court agreed, that the conduct of Captain Woodriff was that of a brave, cool, and intrepid officer; and did adjudge him, his officers, and ship's company, to be most honorably acquitted. Captain Hargood, president.

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* This ship first engaged the Calcutta; afterwards la Thetis; and then la Magnanime engaged and took her.

A court martial assembled on board the Magnanime in Sheerness harbour, to try Mr. John Brenholm, master of his Majesty's ship Centurion, on charges exhibited against him by the captain of the said ship for drunkenness, &c. when the charges being fully proved he was dismissed his Majesty's service.

A court martial has been held on board the Magnanime, at Sheerness, on Mr. Albany Thomas Williams, assistant-surgeon of the Skylark, on charges of having absented himself from his duty as assistant-surgeon of that sloop. The charges were proved; but the court, in consideration of his having been so short a time in the service, and his ignorance thereof, do only adjudge him to be dismissed the ship, and placed at the disposal of the commander-in-chief.

On Saturday a court martial was held on board the Magnanime at Sheerness, on Mr. D. Cunningham, boatswain of the Proserpine, for drunkenness, &c. The court sentenced him to be dismissed his ship. Captain Hargood, president.

On the 29th ult. a court martial was held on board the Magnanime, at Sheerness, on Lieutenant Lillyman, of the Skylark sloop, on charges preferred by Captain Hurt of that sloop, for drunkenness and unofficer-like conduct; when there appeared a flaw in the indictment; the court, therefore, did not proceed in the trial.

Promotions and Appointments.

Lieutenant Oxley is appointed to the Porpoise, at New South Wales.

Mr. G. Parsons is appointed hospital mate at Haslar.

M. Thomas M'Neece is promoted to the rank of surgeon, and appointed to the Pilot sloop, at Portsmouth.

Mr. Robert Prideaux is appointed to be surgeon of the Sprightly cutter.

Mr. Philip Lowry, late of the Sprightly, is appointed to the Erebus sloop, Captain Antridge, at Plymouth.

Mr. Stephen Mason is appointed to be assistant surgeon of the Trent, hospital ship, at the Cove of Cork.

Rear-admiral Sir William Sydney Smith is appointed commander in chief of his Majesty's ships and vessels on the coasts of the Brazils.

Mr. Gordon, midshipman of his Majesty's late ship Hussar, a prisoner in France, and who made his escape, has been promoted to the rank of lieutenant.

Mr. Stephen Jones, of the Prince Frederick, is appointed assistant surgeon of the Presidente.

Captain E. B. Bettesworth is appointed to command his Majesty's ship Tartar, at Deptford.

Captain Daniel M'Leod is appointed to command his Majesty's ship Victory; which ship the immortal Nelson fell in the glorious victory off Trafalgar She is to be the flag-ship of Rear-admiral Otway.

Captain Hon. F. P. Irby is appointed to command his Majesty's ship Amelia, at Sheerness.

Captain J. Serrel is appointed to command his Majesty's ship Victory, *vice* M'Leod.

Captain Brodie is appointed to the Hyperion, a new frigate, at Chatham.

Captain W. Hargood, who commanded the Belleisle, in the glorious victory off Cape Trafalgar, is appointed to command his Majesty's ship Northumberland.

Captain M'Leod is appointed to the Minotaur.

Lieutenant Marshall is appointed to be first lieutenant of Admiral Russel's flag-ship, the Majestic, in Yarmouth Roads.

Doctor Keen, late surgeon of the Ville de Paris, whilst bearing the flag of the Hon. Admiral Cornwallis, is appointed to supersede Mr. Richard Lloyd, as surgeon of his Majesty's hospital-ship Matilda, at Woolwich.

The Hon. Court of Directors of the East India Company have, with their accustomed liberality, presented Captain Richard Rolles, of his Majesty's ship Lion, with the sum of 500*l.* for the purchase of a piece of plate, as an acknowledgment of his services in convoying home several valuable East India ships from St. Helena.

Captain Manley Dixon is appointed to command his Majesty's ship Queen.

Captain Pownall B. Pellew, son of Sir Edward Pellew, is appointed to command his Majesty's ship Psyche, of 36 guns, in India.

Mr. Jeans, midshipman of the Veteran, is promoted to be lieutenant of the Hunter sloop.

Captain M'Leod is appointed to the Barfleur; Captain Fyffe to the command of the Hebe; and Captain Douglas tot he command of the Reindeer sloop.

Mr. Stevenson Eden is appointed to be surgeon of his Majesty's Ship Victory; Mr. Joseph Dallaway is appointed to be surgeon of the Princess; and Mr. David Cowan to be surgeon of the Gladiator.

Mr. C. Matson is appointed to be purser of the Leander; Mr. J. Archdeacon to be purser of his Majesty's ship Lion; and Mr. J. Lockhart to be purser of the Eugenie sloop.

Captain Thomas Boys is appointed to the Saturn, and Captain Hugh Cameron to the Achates sloop, at Plymouth.

Mr. Leyson Rees is appointed surgeon of the Alexandria; Mr. Henry Plowman, surgeon of the Lion; Mr. Robert Riddell, to be surgeon of the Vengeance; and Mr. R. Cockerill, to be assistant surgeon of the Amelia.

Mr. Emaley is appointed to be purser of the Semiramis; Mr. W. Manley to be purser of the Christian VIIth. late Danish ship; Mr. G. Mitchener to be purser of the Crown Princess Maria, late Danish ship; Mr. J. S. Heelbert is appointed purser of the Acklam.

Mr. Jacob Farrington is appointed to be surgeon of the Braave.

M. C. Waldgrave is appointed surgeon and agent for sick and wounded seamen, at Milford.

Captain Parkinson, who brought the despatches from Sir Alexander Cochrane, relative to the surrender of the Danish West India islands, is promoted to the command of his Majesty's ship Ardent.

Mr. Thomas Alexander is appointed surgeon of the Revolutionaire; Mr. [illegible] to be surgeon of the Tartar; and Mr. Burnside, surgeon of the Resolution.

Mr. James Baker is appointed to be purser of the Dartmouth; Mr. Thomas Leonard, to be purser of the Curaçoa; and Wm. Hammond to be purser of the Santa Dorothea.

Captain Bell is appointed to command the Shark sloop; Captain Bayntun to the Leviathan; and Captain Barnett to command the Africa.

Mr. James W. Taylor is appointed surgeon of his Majesty's ship Jamaica.

Mr. Andrew Page to be assistant surgeon of the Turbulent, gun brig; and Mr. Henry Hart to be assistant surgeon of the Orion.

Captain Miller is appointed to command his Majesty's ship Thetis.

Mr. John Watkins is appointed to be hospital mate at Mill-prison hospital.

Captain H. Parker is promoted to the rank of post captain.

Lieutenant C. Owen is appointed to the Dreadnought; Lieutenant Henderson is promoted to the rank of commander; and Mr. Jeans is promoted to the rank of lieutenant.

His Majesty's ship Thisbe is ordered to be commissioned for the flag-ship of Vice-admiral Sir Henry Edwin Stanhope, commander in chief of his Majesty's ships and vessels in the River Thames.

Captain M. Malbon is appointed to command his Majesty's ship Adamant.

Mr. John Gray is appointed to be surgeon of the Entreprenante cutter; and Mr. Patrick Donelly to be surgeon of the Wolverene.

Captain G. Hope is appointed to command his Majesty's ship Pompée.

Lieutenant Henderson, who was the bearer of the despatches from Rear-admiral Sir Samuel Hood, announcing the surrender of the island of Madeira, is promoted to the rank of commander.

Mr. W. M'Kinley is appointed to be surgeon of his Majesty's sloop Cygnet; Mr. Obadiah Pine to be surgeon of his Majesty's sloop Hyperion.

Captain W. Bligh is recalled from the government of the colony of New South Wales.

Captain Heathcote is appointed to command his Majesty's ship Lion, *vice* Rolles.

Lieutenant Muir, on the death of Captain Sheriff, of the Curieux, is appointed to act as commander of that sloop.

Rear-admiral Sir William Sydney Smith has shifted his flag from the Ville de Paris to the Minotaur, and sailed from the squadron off Lisbon to the Brazils, being superseded by Vice-admiral Sir Charles Coffin, and Rear-admiral Otway.

Captain J. L. O'Connor is appointed to command the Ned Elven, Danish sloop at Woolwich.

A list of midshipmen who have passed for lieutenants:—George Haye, John Thompson, Thomas Shapcote, F. Goodench, James Banee, William Leetman, David Sedley, James Shipley, Percy Simpson, Thomas Doorue, R. Incledon, Thomas Bradish, T. W. Carue, J. F. Chapman, Thomas Hill, Charles Pearson.

BIRTHS.

Of a son, at her apartments in Greenwich Hospital, the lady of Frederick Bedford, Esq. of that institution.

Mrs. Lawrence, daughter of Wm. Miller, Esq. of the royal navy, of a son.

At Captain Hope's house, in the Admiralty, Lady Ann Johnstone Hope, of a son.

MARRIAGES.

Lately, at Ramsgate, W. Clarke, Esq. of Northumberland, to Miss Rains, eldest daughter of Captain Stephen Rains, R. N. commanding the sea fencibles at that place.

Captain Bedford, of his Majesty's ship Ville de Paris, to Miss Fanshawe, daughter of Commissioner Fanshawe, of the dock-yard, Plymouth.

Lately, at Kilkeedy church, Limerick, Lieutenant-Colonel Anderson, of the royal marines, to Miss Cooper, of Cooper-hill.

On Thursday, at Mary-le-bone church, Captain Walter Bathurst, of the Salsette frigate, to Miss Marianne Wood, of Manchester-street, Manchester-square.

On Monday last, at Fareham, by the Rev. John Aubrey Wools, Mr. Barney, to Miss Chads, the eldest daughter of Henry Chads, Esq. late of Chichester, captain in the royal navy.

Lately, Lieutenant Newman, R. N. to Miss Hocart of Weymouth.

OBITUARY.

On the 31st of October last, aged 17, on board the Kent man of war, after a few days illness, Mr. J. Armstrong, only son of the late J. Armstrong, Esq. of Pimlico, Middlesex.

Mr. Duvan, gunner of his Majesty's yacht Royal Charlotte, at Deptford.

Lately, in the West Indies, in action with a French privateer, Captain Sheriff, of his Majesty's sloop Curieux, whose manly heart was fraught with every generous and heroic quality.

Mr. Richard Riley, midshipman, and Mr. Eagersfield, clerk of his Majesty's gun-brig, Sparkler, were both drowned when that vessel was wrecked on the coast of Holland last month.

Lately, in the West Indies, on board the Firefly schooner, Lieutenant Price, commander of that vessel, together with the whole of the crew, by striking on a sunken rock.

On Sunday the 14th inst. Miss Martha Dewsnap, second daughter of Joseph Dewsnap, Esq. one of the officers of the royal hospital at Greenwich.

Lieutenant Matthews of the Hunter sloop.

Lieutenant Read (Royal Marines), of the Dædalus.

Mr. Maude, purser of the Chichester.

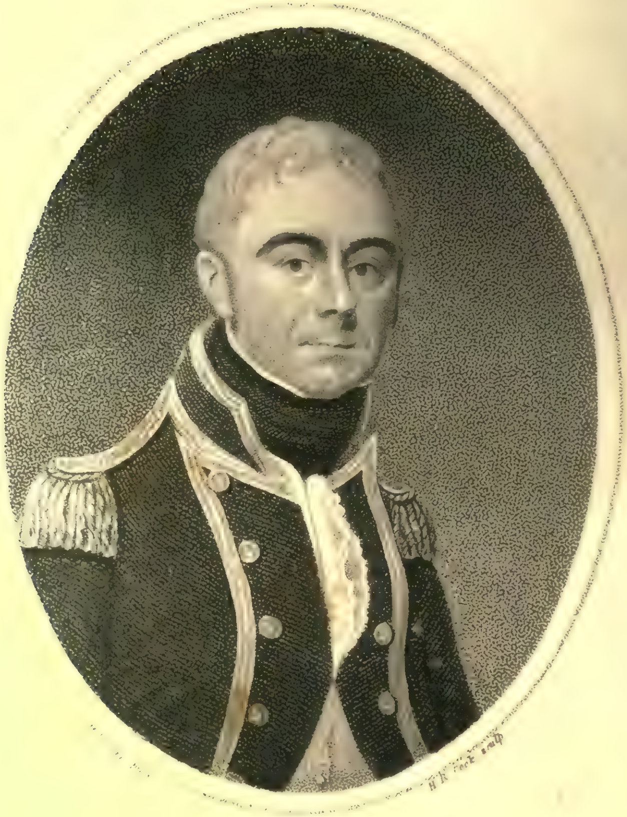
Mr. John Cole, purser of the Adamant.

On Thursday morning, the 18th instant, at her father's house in Park-row, Greenwich, Miss Jessy Kerr, only daughter of Captain Robert Kerr, of the royal navy.

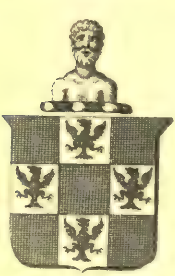
On Monday the 1st inst. at Glo'ster-place, Mary-le-bone, Miss Octavia Ann Hardacre, youngest daughter of H. J. Hardacre, Esq. R. N.

Lately, at sea, Captain Deans, commander of the Prince of Wales packet.

On the 22d instant, Mrs. Williamson, of Chapel-street, Bedford-row, widow of the late Captain James Williamson of the Ganges East Indiaman.



H R Cook sculp



WARD BULLER, R.N.

[illegible] J Gold 103 Shoe Lane Fleet Street.

BIOGRAPHICAL MEMOIR

OF

CAPTAIN EDWARD BULLER,

OF THE ROYAL NAVY.

"Ever faithful, vigilant, and brave."——GLOVER.

IT is with much pleasure that we lay before our readers the following brief, but authentic memoir, of a gallant and much respected officer.

The name of Buller has been justly celebrated, not only in the navy, but in the church, and in the law; as the characters of the late Bishop of Exeter, uncle to Captain Buller, and the late Sir Francis Buller, Bart. his cousin, who was successively one of the Judges of the Court of King's Bench and of the Common Pleas, very amply testify. They are indeed too well known to require any panegyric from us.

The Buller family is of ancient standing, and has mostly resided in the counties of Devon and Cornwall, where its respective branches have long been in possession of considerable landed estates.

Captain Edward Buller, the subject of this memoir, is the son of the late Mr. John Buller, who was, for many years, the second lord of the admiralty, and afterwards one of the lords of the treasury.

He was born on the 24th of December, 1764; and he received his education at Westminster school. At the age of twelve, he commenced his naval career, as midshipman, under the particular auspices and protection of that able and meritorious officer, the late Lord Mulgrave.* He was with his lordship, on board the Courageux, in Admiral Keppel's engagement with the Count d'Orvilliers, on the 27th of July, 1778;† and continued with him, till he was promoted to the rank of lieutenant, at a very early age; when he removed into the Sceptre, of 64 guns, then commanded by Captain Graves.—The Sceptre being under orders for the East Indies, Lieutenant Buller proceeded thither, and was in most of Sir Edward Hughes's actions with the French admiral, Suffrein, in the Indian seas.* In one instance he was slightly wounded; and on every occasion he displayed the most determined gallantry and resolution.

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* A portrait and biographical memoir of Lord Mulgrave are given in the eighth volume of the NAVAL CHRONICLE, page 89.

† For the particulars of this engagement, the reader is referred to the NAVAL CHRONICLE, Vol. VII. page 297; and Vol. VIII. page 101.

In 1783, he was promoted to the rank of commander, in the Chaser sloop of war; and, in the month of November, of the same year, he was exposed, in that vessel, to a dreadful hurricane, on the coast of Coromandel. Indeed the Chaser was supposed, by every person at Madras and Bombay, to have gone down, and that every soul on board had perished; for, so tremendous was the gale, it would have been impossible to stand the sea, with any hope of safety. From Captain Buller's promptitude of judgment, however, and from the knowledge that he had acquired by soundings, to which he was invariably accustomed to resort, when in shallow water, he was enabled to run the Chaser up the gulf of Manar, which divides the island of Ceylon from the Coromandel coast—a passage which no vessel of any description had ever ventured before—and thus to ride the gale out in perfect safety.

Shortly after this event, the Chaser returned to Europe; where, from her shattered and decayed state, it was scarcely expected that she could arrive. By unremitting exertion, however, Captain Buller brought her safely to England; and she was then immediately paid off.

In the following year (1784) he was appointed to the Brisk, another sloop of war, in which he sailed for Halifax, and was there particularly active in his endeavours to suppress smuggling.

From his arrival on the American station, to the period of his quitting it, comprising a space of six years, Captain Buller was also indefatigably employed in surveying the different coasts, harbours, &c. of which he made himself completely master.

The following incident, so truly honourable to this officer, is here well deserving of notice.—In April, 1789, a report being in circulation, that a large merchant ship had just been wrecked on that extremely dangerous spot, the Isle of Sable; and that part of the crew were on the island, without any means or prospect of escaping from the horrors of starvation, which threatened them; Captain Buller, impressed with that generous sentiment of humanity, by which his conduct has been uniformly characterised, solicited, and obtained permission, from the commanding officer, to go in quest of the supposed sufferers. Accordingly, after anchoring his sloop within a convenient distance of the shore, which was entirely composed of shifting sand-banks, he endeavoured, at the most imminent risk, for three successive days, to land; but, finding the probability of effecting his object to be quite hopeless, having in vain fired repeated signal guns from the ship, and having at length ascertained, that the report which had led him thither was altogether groundless, he relinquished the attempt, and returned to Halifax.*

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* Sir Edward Hughes's memoir and portrait will be found in the ninth volume of the NAVAL CHRONICLE. Accounts of the engagements here alluded to, appear from page 89 to page 108.

On the 19th of July, 1790, Captain Buller obtained post rank, in the Dido frigate; and, in the same year, he received the hand of Miss Gertrude Van Cortlandt, the fifth daughter of Colonel Van Cortlandt; a lady, as we have been informed, of great worth, beauty, and accomplishments.

After his marriage, he brought the Dido to England, and paid her off at the end of the same year.

During the peace, in 1792, he was appointed to the command of the Porcupine frigate, then on Channel service; from which he was removed into the Adventure, of 44 guns. In the latter ship, he had the good fortune to escape from the French fleet (which were looking out for him) into Crook Haven, in Ireland; with great part of a very valuable convoy, from Quebec, Halifax, and all the Mediterranean ports. In this convoy were thirteen Dutch vessels, with rich cargoes, which, as soon as they quitted Captain Buller's protection, were captured by our cruisers, in consequence of an embargo having been laid upon all Dutch property.

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* The Isle of Sable lies thirty leagues to the south-east of Cape Breton, in longitude 59 deg. 50 min. west of Greenwich, and in latitude 44 deg. 15 min. north. Having lofty sand hills, it may be seen, in clear weather, seven or eight leagues off. It has a sand-bank at each end, one of which runs north east and south-west.

In 1598, M. de Lery intended to settle a French colony on this island; but, as Father Charlevoix observed, there never was a place more unfit for such an undertaking, it being small, and without any port, or product, excepting briars. The Isle of Sable is very narrow, and bears the shape of a bow. In the middle of it is a lake, five leagues in compass, and the island itself is not more than ten.—For some years past, a man and his whole family have resided on this desert spot, receiving, at certain seasons of the year, supplies of provisions, &c. from the shore.

On his arrival in England, Captain Buller was appointed to the Crescent frigate; and, with Captain Essington, in the Sceptre, he convoyed the India fleet to the Cape of Good Hope. On their passage thither, they fell in with a Spanish line-of-battle ship, and two frigates, laden with specie, from the Havanna. Our ships, mistaking them for French, bore down, and prepared for action; but, when the strange sail displayed their Spanish ensigns, the British pursued their former course; no doubt to the great delight of the Dons, as they were in possession of the declaration of war against Spain, by this country, of which the convoy were then ignorant. One of them also was so deeply laden, as to be incapable of opening her lower deck ports.

Shortly after Captain Buller's arrival at the Cape of Good Hope, whilst under the orders of Sir George Keith Elphinstone, he was at the capture of the Dutch fleet, in Saldanha bay.[*]

Private affairs requiring his presence at home, Captain Buller exchanged into the America, of 64 guns, and returned to England, with Commodore Blanket's broad pendant.—In 1797 and 1798, business still detaining him on shore, he took command of the Sea Fencibles, from the river Lyme to Cawsand bay, including the whole of the southern coast of Devonshire, at the time when they were first established; and, by his judicious arrangements, he placed them on the most respectable footing.[†]

In 1799, Captain Buller succeeded to the command of the Edgar, of 74 guns, then on Channel service; and afterwards removed from her into l'Achille, of the same force. In these ships he was constantly employed in blockading the ports of Brest and Rochefort, until the cessation of hostilities, in 1801.

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[*] For the official details of this capture, *vide* the biographical memoir of Admiral Lord Keith, NAVAL CHRONICLE, Vol. X. page 18, *et seq.*

[†] In the first volume of the NAVAL CHRONICLE, page 245, is a gazette letter from Captain Buller, dated Dartmouth, Jan. 10, 1799, giving an account of the recapture of the Susannah brig, from l'Heureux Speculateur, by a party of the Brixham fencibles.

About that time, he was returned to parliament, as one of the members for the borough of East Looe, in Cornwall, and was also chosen recorder for the same place.

In March, 1803, on the day that his Majesty's message was delivered to parliament, acquainting them that he was under the necessity of augmenting his forces, this zealous officer was again called upon to serve his country afloat, and was appointed to command the Malta, of 84 guns; the finest two-decker, without exception, in the British navy. In this ship, he assisted in the blockade of the ports of Brest, Rochefort, Cadiz, Corunna, and Ferrol; and, on the latter station, the Malta particularly distinguished herself, in Sir Robert Calder's action, against the combined fleets of France and Spain, on the 22d of July, 1805. In consequence of the fog, she, in the heat of the action, was separated from the fleet, and had five sail of the enemy upon her, at one time, who were endeavouring to cut her off. She, however, gallantly braved the danger, and continued this unequal conflict, until one of her opponents, the San Rafael, of 84 guns, struck to her. Shortly after, her boats also took possession of El Firme, of 74 guns, which had before been engaged, and nearly, if not entirely silenced, by some of our ships.

The Malta, as we have stated in our memoir of Sir Robert Calder,* had her mizen-mast wounded, her mizen-top-mast and mizen-top-sail yard shot away, her main-yard very badly wounded, her fore-top-mast wounded, and her standing rigging and sails much cut. She had also five men killed, and forty wounded. For the service which, on that day, Captain Buller rendered to his country, his Majesty, as a signal mark of his royal approbation, was pleased to bestow upon him a colonelcy of marines.

In August, 1806, Captain Buller received orders to put himself under the command of Rear-Admiral Sir Thomas Louis;† with five other sail of the line, which were to receive troops on board, for the purpose of co-operating with a formidable body of land forces, which had been already embarked at Plymouth and Falmouth, and destined for a secret expedition.—Whilst waiting for sailing orders, an express arrived with the intelligence, that Jerome Buonaparte was on his passage to England; in consequence of which, this well appointed squadron immediately discharged the troops, and sailed in quest of the enemy. The Canopus not being ready to receive Sir Thomas Louis's flag, Captain Buller, then the oldest captain in the squadron, in a manner which at once indicated his zeal for the service, and his respect for the rear-admiral, made an immediate offer of the Malta, which was as cordially accepted by Sir Thomas, who had no expectation that the Canopus would be got ready in so short a time as she really was.—The squadron, however, were not so fortunate as to fall in with Jerome Buonaparte, he having effected his escape into l'Orient.—A few days after, as a slight compensation for what they had missed, they fell in with, and captured, the French frigate le President, of 44 guns;* and, as the Malta had sprung her main-mast, she was ordered to return into Cawsand bay, and thence to Portsmouth, where she was taken into dock.

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* *Vide* NAVAL CHRONICLE, Vol. XVII. page 101.

† See the biographical memoir of this brave and valuable officer, in the XVIth volume of the NAVAL CHRONICLE, page 191. Some additional particulars of the late Sir Thomas Louis are also given in the XVIIIth volume, page 84.

On the 3d of November, during the time that the Malta was repairing, Captain Buller, at the general election, was again returned as one of the members for the borough of East Looe.

On the 5th of January, 1807, he sailed in his old ship, the Malta, for the Mediterranean, where he put himself under the orders of Lord Collingwood, who shortly after gave him the command of the in-shore squadron. In this service, he displayed great activity and zeal, particularly in destroying the Mary transport, from Woolwich, a large ship, with a very valuable cargo of military stores, for 25,000 men. By some accident, she had mistaken her course, and run ashore near Cadiz; where Captain Buller had the melancholy satisfaction of seeing her completely burnt, to prevent her from falling into the hands of the enemy.

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* Vide Sir Thomas Louis's official account of the capture, NAVAL CHRONICLE, Vol. XVI. page 346.

After this, whilst the Malta was refitting at Gibraltar, another instance of the humanity and intrepid bravery of this active officer occurred. A Portuguese frigate having been wrecked within the Spanish lines, Captain Buller was instrumental, at the risk of his own life, in saving many of her unfortunate crew; and, although twice swept away by the violence of the surf, he could not be prevailed on to quit the spot while the hope of preserving a fellow-creature remained. Actions such as these should be inscribed on brass; for, while they prove the genuine hero, they also evince a full possession of the best virtues of humanity.

On this occasion, however, Captain Buller's exertion of mind and body, added to his having been several hours in wet clothes, threw him into a violent fever, which had nearly cost him his life. On his recovery, he returned to his station off Cadiz.

In consequence of the sudden dissolution of parliament, in the spring of 1807, another general election took place; at which, on the 10th of May, Captain Buller was, a *third* time, elected M.P. for East Looe. His recent illness, in addition to the pressing solicitations of his friends, induced him, about that time, to request the Admiralty to send a captain to succeed him in the command of the Malta; a request at which he felt the less reluctance, as there appeared to be no prospect of the enemy's venturing to face a British force.

From the situation of Captain Buller's name, on the list of captains, it may fairly be presumed, that, on the next promotion, his services will be rewarded with a flag; an honour of which he is highly deserving, and to which he will be justly entitled; few officers having been more unremittingly employed, or more constantly at sea. The only subject of regret is, that fortune should not have been more propitious, in placing him more frequently in scenes where his acknowledged merit must have insured applause, and commanded admiration.

> " 'Tis not in mortals to *command* success,
> But we'll do more, Sempronius—we'll *deserve* it!"
>
> ADDISON.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

GALLANT ACTION FOUGHT BY THE WINDSOR CASTLE PACKET.

THE following extract of a letter conveys a clear account of a very gallant action, which has been much the subject of conversation :—

" In the morning of the 1st of October, the man at the mast-head called out " a sail :" we were soon convinced that all hopes of escape, by swiftness, were vain. We therefore had the netting stuffed with hammocks and sails, the arms all prepared, and the hands at quarters, when the enemy began to fire at about 40 minutes past eleven, A.M. but as his shot did not reach us, we did not return his fire till about half past twelve, and so continued till he closed, and grappled us on the starboard quarter, at about a quarter past one. In this situation it became quite calm, and the vessels could not have separated even had they been inclined. As soon as they grappled us, our boarders were prepared with their pikes, but our nettings were so lofty, and so well secured, that they did not attempt to board ; our pikemen, therefore, again flew to their muskets, pistols, and blunderbusses ; our captain all the while giving his orders with the most admirable coolness, and encouraging his men by his speeches, and example, in such a way, that there was no thought of yielding, although many of our heroes now lay stretched upon deck in their blood ; but then we saw the enemy's deck completely covered with their dead and wounded, and the fire from our great guns doing dreadful execution at every discharge. We now began to hear them scream, which so inspired our gallant little crew, that many of the wounded returned again to their quarters. At length, about a quarter past three, the rascals ran from their quarters, when our captain, with five or six of his brave comrades, rushed on board, killed their captain, tore down their colours, and drove the few remaining on deck below, and the privateer surrendered. Our force consisted of a small ship of 180 tons, mounted with six 4-pounders and two sixes, manned with 28 people, officers and boys included, of which there were four of the latter under 17 years old. The privateer was called the Genii, is the most complete out of Guadaloupe, mounting six long sixes, and one long 18-pounder fixed upon a swivel in the centre of her main-deck, and traversing upon a circle, so that this enormous piece of ordnance was worked just as easily as a common sized swivel; and having on board, at the commencement of the fight, 86 men, of which number 26 were killed, or died in a few hours after the action, and 30 more are wounded, many of whom will also die: not one of their officers escaped being killed or wounded. Both vessels were greatly damaged in the action, and it was not till six o'clock that we were disengaged from each other. On our side we lost three brave fellows, two of whom were killed on the spot, and the third died the same evening; another, I fear, is mortally wounded through the breast and shoulder. We had, besides, nine men wounded, and three or four of them badly."

VALUE OF THE LATE DANISH FLEET.

THE fleet brought off by the English is valued at 4,757,000 rix-dollars. The ship of the line, the Christian VII. of 96 guns, cost 240,000 rix-dollars; the Neptune, of 84 guns, 212,000 rix-dollars; the 74-gun ships cost 186,000; the 64-gun ships cost 169,000; the 44-gun frigates cost 97,000; the smaller, 60,000; the brigs 40,000, &c. &c.

SOME ACCOUNT OF THE LATE CAPTAIN SHERRIFF.*

THE late Captain Sherriff, upon many occasions, during his long service under Captain Vancouver and Lieutenant Broughton, in their voyage of discovery in the South Seas, evinced that he possessed a large portion of that high and enterprizing spirit which is the present characteristic of the British navy. Upon a subsequent occasion he gave a striking proof of this, which it is but justice to the memory of a brave officer to record.

Lieutenant Sherriff, as agent of transports in the Asia, formerly an East Indiaman, was employed to convey the Maroons that had been transported from St. Vincent's to Nova Scotia, from the latter ungenial climate, to the warmer one of Sierra Leone. This service he executed with great humanity and success. Whilst he still remained at Sierra Leone in the Asia, a rebellion broke out in the colony, which was quelled chiefly by his personal gallantry and exertions, as will best appear from the following minute of council :—

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* If the unfortunate widow, or relatives, of this brave officer will furnish us with the loan of his portrait, with authentic particulars of his life, we shall be gratified in the opportunity of laying them before the public.

(COPY.)

" *Sierra Leone, December 24, 1800.*

" Present—George Ludlam, Governor—J. Gray, 1st in Council—Richard Bright, 2d in Council.

" The governor and council next proceeded to consider of a suitable acknowledgment to Lieutenant John Sherriff, of his Majesty's navy, for the services this government received from him, in his military capacity, during the late rebellion, upon which occasion it was unanimously

" Resolved,

" 1st, That Lieutenant John Sherriff has manifested his zeal for the welfare of this colony, in a voluntary exposure of his life and health, by leading different detachments sent out against the rebels, especially that on the 2d of October last.

" 2d, That in accepting and supporting the character of president of the Court of Inquiry, which, at the instance and desire of this government, sat for many successive days on the rebels that were taken or surrendered, the governor and council have to acknowledge to his unremitted and patient investigation, and, in conjunction with his colleagues, Lieutenants Smith and Tolly, judicious adaptation of the punishments recommended to be inflicted upon the prisoners, the present safety of the colony, and the means of execution with which the government was at that time provided.

" 3d, That in receiving the said and other prisoners on board the Asia, for a considerable period of time, and thereby exonerating this government from the risk, anxiety, and charge, of securing their persons at the government-house, as well as by detaining the Asia, in compliance with their request, on this express service, Lieutenant Sherriff has materially strengthened the hands of the governor and council, and afforded them leisure and liberty to deliberate on many points of great and urgent importance.

" 4th, That the public thanks of this board, together with a copy of the present minute, be communicated to Lieutenant Sherriff, in a letter from the pen of their secretary.

" Extracted from the minutes of council, January 1, 1801.

(Signed) " A. SMITH, Secretary."

(COPY.)

" SIR, " *Free Town, January* 1, 1801.

" I am directed by the governor and council to transmit to you the enclosed minute, and to testify, on their part, the high sense they shall ever retain of your important services during the late rebellion ; they beg you to accept of this public notification of their sentiments, and they shall be happy to hear that your eminent services have not passed unnoticed by the Court of Directors. I have the honour to be,

"Your obedient humble servant,

"*Lieutenant Sherriff.* (Signed) "A. SMITH, Sec."

Upon his return to England he received the thanks of the Court of Directors of the Sierra Leone Company, which were conveyed in the following resolution :—

"At a COURT OF DIRECTORS, on the 15th of March, 1801.

"Resolved,

"That the thanks of this court be communicated by the chairman to Lieutenant John Sherriff, of the royal navy, agent of transports on board the Asia, for his able and spirited exertions in suppressing the late insurrection at Sierra Leone, and that the chairman be also requested to communicate to the lords of the admiralty the sense which the court entertains of Lieutenant Sherriff's services on that occasion.

(Examined) "ZACHARY MACAULAY, Sec."

"*Sierra Leone Office, March* 6, 1801.

This resolution was conveyed in the following letter from their worthy and highly respectable chairman :—

"SIR, "*London, March* 9, 1801.

"I have the honour of communicating to you the enclosed resolution of the Court of Directors of the Sierra Leone Company, and I beg leave also to state, that I have this day addressed a letter to the secretary of the Board of Admiralty, expressing the sense which the court entertains of your services, in conformity to the instruction which you will perceive to have been given me by the court. I am, sir,

"Your obedient humble servant,

"*J. Sherriff, Esq.* "HENRY THORNTON."

It is only necessary to add, that this recommendation was unfortunately of no avail to Mr. Sherriff. It was not till 1805 that he was made a commander, and appointed to the Curieux brig.—He went out last year to the West Indies with a convoy, where he too soon lost his life in a gallant and desperate conflict with an enemy's ship of very superior force, the circumstances of which are recorded in the following letter :—

"*His Majesty's Ship Curieux, Barbadoes,*
December 5, 1807.

"On the 24th of November, we sailed from Barbadoes on a cruise, in hopes of falling in with the Superieure, which was to be under our command. On the 3d instant, we saw a strange sail standing towards us; she passed almost within gun-shot to leeward of us, and we made several signals, which were not answered. About 12 at noon we tacked and stood after her, firing all the time from our bow gun. At one she fired a shot and hoisted French colours, at the same time making all sail from us. When she found she could not escape us, she shortened sail. About two o'clock we were abreast of her, and brought her to close action, which lasted an hour, when our tiller ropes, bow-lines, and braces being unfortunately shot away, the Curieux became wholly unmanageable, which the enemy perceiving, took advantage of, and ran us on board on the starboard quarter, and endeavoured to throw a vast number of men into us. In bravely repulsing this attempt, at the head of our boarders, Captain Sherriff and several others were killed and wounded, and the main-boom was at the same instant shot away by an 18 or 24-pound swivel, which she had on her forecastle. One of our men hove the grappling of the enemy overboard, and in the attempt received a shot, which has occasioned the loss of his arm. She was no sooner clear of us, which was about three o'clock, than she made sail close to the wind, and we, from our crippled state, could not follow her, with any prospect of bringing her again to action, notwithstanding the most zealous efforts of every man in the ship to repair our damages. We had the serjeant and two private marines killed; and three seamen killed, and fourteen others disabled. The loss of the enemy must have been very great; her decks were covered with dead, and the blood ran out of her like water when washing deck. She proved to be the British Tar, of 30 guns, and 200 men, double the force of our little brig, which was but poorly manned, owing to some of our men being away in a prize. She was but just out of Guadaloupe, and we have heard from an American that she boasted all she wished for was to fall in with an English frigate. It is remarkable that the commander of her had been an intimate friend of Captain Sherriff's: his name was le Marc: he used frequently to mention his name. We buried Captain Sherriff at sea the morning after the action—in him we have lost a valuable friend—he was a father to all his ship's company, and beloved by every one."

STEAM BOAT.

THE following extract of a letter, from a gentleman of South Carolina, dated September 8, 1807, gives a somewhat curious account of a newly-invented steam-boat:—

"I have now the pleasure to state to you the particulars of a late excursion to Albany in the steam-boat, made and completed under the directions of the Hon. Robert R. Livingston, and Mr. Fulton, together with my remarks thereon. On the morning of the 19th of August, Edward P. Livingston, Esq. and myself were honoured with an invitation from the chancellor and Mr. Fulton, to proceed with him to Albany, in trying the first experiment up the river

Hudson, in the steam-boat. She was then lying off Claremont (the seat of the chancellor), where she had arrived in twenty-four hours from New York, being 110 miles. Precisely at thirteen minutes past nine o'clock, A.M. the engine was put in motion, when we made a-head against the ebb-tide and head wind, blowing a pleasant breeze. We continued our course for about eight miles, when we took the flood, the wind still a-head. We arrived at Albany about five o'clock, P.M. being a distance from Claremont of forty-five miles (as agreed upon by those best acquainted with the river), which was performed in eight hours, without any accident or interruption whatever. This decidedly gave the boat upwards of five miles an hour, the tide sometimes against us; neither the sails nor any other implement but the steam used. The next morning we left Albany with several passengers, on the return to New York, the tide in favour, but a head wind. We left Albany at twenty-five minutes past nine, A.M. and arrived at Claremont in nine hours precisely, which gave us five miles an hour. The current, on returning, was stronger than when going up. After landing us at Claremont, Mr. Fulton proceeded with the passengers to New York. The excursion to Albany was very pleasant, and represented a most interesting spectacle. As we passed the farms on the borders of the river, every eye was intent, and from village to village, the heights and conspicuous places were occupied by the sentinels of curiosity, not viewing a thing they could possibly anticipate any idea of, but conjecturing about the plausibility of the motion. As we passed and repassed the towns of Athens and Hudson, we were politely saluted by the inhabitants, and several vessels, and at Albany we were visited by his excellency the governor, and many citizens. Boats must be very cautious how they attempt to board her when under way, as several accidents had nearly happened when boarding her: to board a-head will endanger a boat being crushed by the wheels, and no boat can board a-stern. The difference between the wake of Neptune's chariot, and that of a common water carriage, is very materially open to observation; as when you approach the first you will be told by anticipation to pay respect to a lady in the chariot, as will be readily notified by the expansion of a wet fan, which forms the dimensions of her wake, but moving with great impetuosity from the warm repulsion. It is a curious fan; it only spreads by an aquatic latchet, being sprung by the kicking of the horses. I may now venture to multiply and give you the sum total. The boat is 146 feet in length, and 12 in width (merely an experimental thing);

draws to the depth of her wheels two feet of water; 100 feet deck for exercise, free of rigging or any encumbrances. She is unquestionably the most pleasant boat I ever went in. In her the mind is free from suspense. Perpetual motion authorises you to calculate on a certain time to land: her works move with all the facility of a clock; and the noise, when on board, is not greater than that of a vessel sailing with a good breeze."

ANECDOTE OF CAPTAIN MONTAGU.

In the action between Lord Anson and M. de Jonquiese, in 1747, when the Bristol began to engage the Invincible, Captain Fincher, in the Pembroke, endeavoured to get in between her and the enemy; but not finding room enough so to do, Captain Fincher hailed the Bristol, and requested Captain Montagu to put his helm a-starboard, or the Pembroke would run foul of his ship; to this Captain Montagu replied, "Run foul of me, and be d—d; neither you, nor any man in the world, shall come between me and my enemy."—When the Bristol had fairly silenced the Invincible, Captain Montagu ordered his sails to be set, and went on to a fresh attack, cheering his gallant crew by saying, in the sportsman's style, "Come, my brave boys, we must have another bird of them."

VOTE OF THANKS TO VICE-ADMIRAL DACRES.

The following is extracted from the *Jamaica Royal Gazette*:—

"SIR, *Spanish Town, Jamaica, November 26*, 1807.

"Agreeably to the order of the Honourable House of Assembly of this island, I herewith communicate to you its vote of thanks, given unanimously. I beg leave to add, that it is with the highest satisfaction that I have the honour of presenting you with this strong testimony of public gratitude and respect to your naval character. I am, sir, with the utmost respect,

"Your most obedient humble servant,
"PHILIP REDWOOD, Speaker."

"HOUSE OF ASSEMBLY, THURSDAY, NOVEMBER 26, 1807.

"Resolved, *nem. con.*

"That the thanks of this house be given to Vice-admiral Dacres, for his particular regard and attention to the welfare and safety of this island; by whose exertions, with a very limited squadron, our navigation and commerce have been most effectually protected, and essentially benefited, notwithstanding the nation's being engaged in a French and Spanish war.

By the House, "F. SMITH,
"Clerk to the Assembly."

"SIR, *November* 27, 1807.

"I am to express how much I feel gratified, that in having attempted to my utmost to comply with the wishes of my sovereign, in the protection of the valuable colony he had entrusted to my care by sea, I have met the approbation of the House of Assembly of this island, and I shall ever retain a high sense of the honour they have conferred upon me. I also beg leave to return to you my thanks for the handsome manner you have conveyed to me the vote of the house. I have the honour to be, &c.

"J. R. DACRES."

STATE OF THE DANISH FLEET, AT THE CAPTURE OF COPENHAGEN.

AFTER having been repeatedly told, that, "of the Danish navy, not a ship was rigged, and the crews were absent," it is quite proper that the following official letter, of Admiral Gambier's, should be recorded, and made generally known:—

"SIR, *Admiralty Office, January* 28, 1808.

"In answer to your letter of this day's date, I have to acquaint you, that, upon taking possession of the arsenal at Copenhagen, the fleet was found in such a state, that it could be equipped and sent to sea in a very short time; most of the ships were in condition for service, their lower masts were in, the top-masts, yards, rigging, sails, guns, and stores of every description, were so arranged in the arsenal, and in compartments in the store-houses, that they could be put on board on the shortest notice; there was no one article wanting which was necessary for their equipment; and it is certain that the fleet could have been completely ready for sea in three weeks, or a month at most, as in a shorter space of time 16 sail of the line, 14 frigates of different classes, 8 sloops, and 2 smaller vessels, were fitted ready to be navigated to England by the seamen of the fleet under my command, with the assistance of some troops.

"There cannot be a stronger proof of the good condition of the Danish ships, than their having been brought to England, through much tempestuous weather, without suffering in their hulks in the least degree.—I am, &c.

"*To the Hon. W. W. Pole, &c.* "GAMBIER."

It has also been stated, on the authority of private accounts, that there was evidently an accumulation of stores beyond the possible demand of the Danish dock-yard; and that *eight thousand sailors were in readiness.*

LETTERS RELATING TO THE LOSS OF THE VULCAN.

(Extract from the Calcutta Gazette.)

We have been favoured with the following copy of a letter from Captain C. Perkins, late commander of the Vulcan, and Mr. Petruce Carrapit, to Captain P. Mearing, of the Trafalgar; together with Captain Mearing's reply:—

"PETER MEARING, Esq. Commander of the ship Trafalgar.

"SIR,

"We, the undersigned, for ourselves, and in behalf of the officers and crew of the Vulcan, beg leave to offer you our warmest thanks for the humanity, zeal, and exertions you shewed, in saving us from being perished. We cannot reflect upon the event without raising our hands to the merciful Providence that sent you to our relief, at a time when we despaired of every hope of safety. We had but death before us. Being destitute of adequate expressions to convey to you the sentiments of gratitude our hearts are impressed with, permit us to assure you that we shall never cease acknowledging your good offices.

"Mr. Petruce Carrapit takes the liberty of enclosing you a draft upon Mr. A. L. Baretto, for Spanish dollars fifteen hundred. Trifling as this sum is, he requests you will accept it, as a tribute of gratitude.

"May Providence bless you with a long life, and every manner of happiness, are our sincere wishes; and we have the honour to subscribe ourselves, sir, your most obedient servants,

"C. PERKINS,
"*Canton, Nov.* 22, 1806. "PETRUCE CARRAPIT."

"To PETRUCE CARRAPIT, and CHRISTOPHER PERKINS, Esqrs.

"GENTLEMEN,

"I acknowledge the receipt of your letter, enclosing a draft for fifteen hundred dollars. Believe me, gentlemen, when I assure you, that far from expecting any remuneration for the assistance it was in my power to afford you when in distress, I was thankful to Providence for having thrown me in the way, and giving me an opportunity to render all the assistance and comfort to you that I had experienced myself, when nearly in a similar situation. Accept my thanks, and believe me, gentlemen, your most obedient servant,

"*Canton, November* 22, 1806, "P. MEARING."

NEWLY-DISCOVERED ISLANDS IN THE SOUTH SEA.

In the voyage from Manilla to Lima, the Spanish frigate, la Pala, belonging to the Philippine Company, commanded by Don Juan Baptiste Monteverde, discovered on the 18th of February, 1806, a group of islands, twenty-nine in number, the southernmost of which is situated in 3° 29′ north latitude, and 162° 5′ east longitude, from Cadiz.

These islands occupy a space of ten leagues from north-east to south-west, and are separated from each other by channels, of one or two leagues in breadth. They are low, covered with wood, intersected with rivers, and well inhabited. On a frigate coming in sight of the islands, the inhabitants, who are of the most pacific disposition, first approached her in two canoes, to the number of twenty-one, and having come within musket-shot, they ceased rowing, and held up some cocoa-nuts to the Spanish sailors, at the same time shouting and making signs. The frigate cleared her sails, and hoisted her Spanish colours, which manœuvre having excited some apprehensions in the islanders, the Spanish colours were struck, and a white flag hoisted, the crew at the same time calling and making signs to the canoes to approach.

Having come alongside, they gave the Spaniards some cocoa-nuts, without demanding any thing in return; but none of them could be persuaded to come on board. The crew of the frigate then distributed amongst them some old knives, iron rings, and pieces of red cloth; and this liberality excited such joy and gratitude in these good people, that they immediately stripped their canoes to make presents to the Spaniards; their nets, their fish-hooks, their cocoa-nut shells, which served them for drinking cups, their enormous hats, made of the leaves of the palm-tree, were all in a moment removed on board the frigate, and they at length proceeded to strip themselves of their only garment, fastened round their waist, in order to testify their gratitude to their benefactors. Still they were not content with themselves, and gave the Spaniards to understand that they would return to their islands to fetch other presents; requesting by signs, that the frigate would wait for them.

These islanders were tall, well made, robust, and active. They are of an olive colour, have flat noses, and black curled hair of considerable length. In each canoe was a venerable old man, naked like the others, and who appeared to be their chief. One very remarkable circumstance is, that these two men were white, had aquiline noses, and had more the air of Spaniards than of savages.

Captain Monteverde observed that these islanders bore a considerable resemblance in their features and conduct to the inhabitants of the islands of St. Bartholomew, of Capa, and Ibictai, where he landed in the year 1800, then being in the frigate la Philippine, commanded by Don Juan Ibarguitia.—LITERARY PANORAMA.

PHILIP STUBBS, M. A.

WAS the author of *The Religious Seaman*, fitted with proper devotion on all occasions, London, 1696, 8vo.—This gentleman was first chaplain of the Royal Hospital at Greenwich, and died there in September, 1738.—Mr. Noble, in his continuation of Granger, who gives this account of him, adds, he is said to have obtained his Archdeaconry, by reading the service of the church with singular devotion and accuracy, and to have improved many of the clergy who heard him.

THE LARCH, AS USED FOR BUILDING SHIPS.

MR. MALCOLM, in his Agriculture of Surrey (Vol. III. p. 257), has given many pages to this valuable tree, which, as he observes, has been so celebrated in the natural history of Rome. In Crevier's Paris edition of Livy, we are told, that Hannibal, with a view to melt the rocks, laid the cliffs bare, and heaped up piles of larch for that purpose.—Before St. Petersburgh was founded, that is, before 1703, the Russians built all their merchantmen, as well as ships of war, with larch; and I am well informed, adds Mr. Malcolm, that it composes the greater part of the materials with which their present men of war are built. The several curious models of ships, buildings, bridges, &c. which adorn the museum of Peter the Great, are made of larch. Posts and piles, driven into the ground, as in Venice (where the whole city is built on them), become almost as hard as iron, and infinitely more so than oak or any other wood with which we are acquainted, will last a great deal longer, and will bear the most incredible weights. From the larch we receive the agaric; the purest Venice turpentine; and a species of manna called Briançon manna. Mr. Malcolm then proceeds to observe—"that this county (Surrey) is becoming more and more bare of timber every year, to a most alarming degree, is so notorious as not to be disputed. As an instance of destruction on one estate, no less than 15,000 trees have been cut down within these three years, the largest of which did not exceed ten feet of timber, and the greater part of them did not exceed four feet."

ROYAL NAVAL ASYLUM.

In a former part of our Chronicle,* we have given some account of this institution, which, during its infancy, was carried on at Paddington, but has since been transferred to Pelham House, in Greenwich Park. Its object, as before stated, is to feed, clothe, and educate a thousand children, girls and boys, the offspring of poor mariners, from every part of the united kingdom.

In consequence of some inquiries which have taken place in parliament, we are now enabled to present our readers with the following official

List of the Appointments and Officers of the Royal Naval Asylum, with the Amount of the Salary, Perquisites, and Emoluments of each Office, Appointment, or Warrant; with the names of the several Officers, and the Dates of their Appointments, as laid before the House of Commons, and ordered to be printed, on the 16th of February, 1808.

Captain Richard Dacres, *Governor.* Nominated by the board, Feb. 2, 1808, by commission under his Majesty's sign manual, not yet made out. Salary, 500*l.* per annum, including half-pay; with a residence, 190*l.* allowed for furniture; a piece of ground for a garden, coals and candles.

Thomas B. Clarke, L. L. D. *Auditor.* Appointed, August 19, 1807, by his Majesty's commission. Salary, 300*l.* for himself and clerk; with the above further allowances.

Wm. Morgan, A. M. *Chaplain* and *Secretary.* Appointed, August 19, 1807, by his Majesty's commission. Salary, 250*l.* with the above allowances.

Mr. J. Doratt, *Surgeon.* Appointed, August 19, 1807, by his Majesty's commission. Salary, 200*l.*; with a residence, 127*l.* for furniture; coals and candles.

Mr. C. Brewer, *Steward.* Nominated, December 17, 1807. Salary, 250*l.* for himself and clerk; and the foregoing allowances.

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* Vol. XVIII. page 199.

————————, *Matron.** Salary, 100*l.*; with a residence, 110*l.* for furniture; coals and candles.

Mr. V. G. Dowling, *Clerk* of the Institution. Nominated, March 25, 1806. Salary, 84*l.*; with a residence, 44*l.* for furniture; coals, candles, and provisions.

T. Garrard, *Quartermaster of Instruction.* Nominated, December 17, 1807. Salary, 3*s.* per day; with a residence, 37*l.* for furniture; coals, candles, provisions, and clothing.

Edward Douglas, *Serjeant of Instruction.* Nominated, December 17, 1807. Salary, 1*s.* 10*d.* per day; with a residence, 16*l.* 5*s.* for furniture; and other allowances, as quartermaster.

Alexander Rance, *Boatswain of Trade.* Nominated, December 17, 1807. Salary, 2*s.* 4*d.* per day; with the preceding allowances.

Mrs. Flint, *Deputy Matron.* Nominated, June 24, 1807. Salary, 50*l.* per annum, with allowances the same as the Clerk of the Institution.

Mrs. Clapham, *Sempstress.* Nominated, February 2, 1808. Salary, 25*l.* with a residence, 16*l.* 5*s.* for furniture, and ditto.

Miss Flint, *Reading Mistress.* Nominated, Feb. 2, 1808. Salary 25*l.* with ditto.

CORRESPONDENCE.

PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

The following Letter, relating to the Board of Admiralty, is the first of a Series, which we have been promised, from an intelligent Correspondent, on various Subjects appertaining to the Management and Discipline of the British Navy.

Letter I.

Sir,

WHEN an obscure individual undertakes to write upon subjects, which his opportunities have not enabled him to take a very near view of in all their branches, he may often argue without proper *data*, and be building a system without a proper foundation. It is, however, my intention, in this and some future letters, to give my free opinion on the present management and discipline of the navy of these kingdoms, a subject undoubtedly momentous, and perhaps to many people, who judge only from the brilliant actions of that navy, and the beneficial consequences resulting from them, it may appear superfluous to write upon. But far different is my opinion. I do not think that either the general management, or particular discipline, are what they should be. While I treat of the higher parts of the machinery which puts our great fleets in motion, I speak with much diffidence; but, when descended a little way in the system, I have the confidence of thirty-five years service, to make me feel a little bolder respecting my tenets.

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* Vacant, from the death of Mrs. Johnson, on the 10th of January, 1808.

I begin my animadversions as high as the Board of Admiralty, as it is usually called; but in this term I think the first lord should hardly be included, though he appears in the same commission, and only marked there by being the first named in it. But in the *practical* use of the commission, it appears, that the first lord holds an influence and power wholly different from that of the other commissioners, although still somewhat superior to the old office of lord high admiral, as no order is legally efficient without the signature of three of the persons named in the commission. I do not mean to insinuate that the first lord should have less power than at present, or to wish that he should be vested with that very high authority possessed by the lord high admiral of old. It is also necessary that he should be of the cabinet council, and of course to conclude that he must be removed upon every general change of his Majesty's ministers. I, however, wish to see this commission so modelled, as that the removal of the first lord should not draw all his associates in his train, and thus turn the navy suddenly over to new councils and regulations. You will observe, that I do not pretend to say *how* this is to be brought about, but I am certain that the present system is highly detrimental. I am well informed, that some of the very excellent officers who have at times assisted at the admiralty, have nearly matured plans, which, in their execution, would have tended very essentially to their country's benefit; but their sudden removal has deprived us of their effect. Some changes have been so rapid, that the naval part of the commission have not been long enough in office to learn *how to do* any good they meditated; but have given way to others, in perfect ignorance of what nature their new employ was to be. For it is not to be conceived, that the longest experience of a seaman can fit him for the routine of a public office, or the minute regularity necessary, in order to go through its labours, either with ease to himself, or benefit to the public. I hold it to be of material consequence to the service, that its officers should be as little as possible attached to any party or set of men whatever; and it is clear to every man who has read our history, what mischief has always ensued from politics mingling with professional duty. Upon this account I am not a friend to so many captains being in parliament: it is a ready excuse for their absenting themselves from their ships, and gives them an undue influence with respect to many points of service, over their equally meritorious brother officers.

I am aware that it will be said, that it is requisite for the first lord to have such men joined with him in the commission as he can confide in; but I am willing to believe, that he would always find the naval officers at the board, such men as would strenuously assist him to serve his country, and to give him such advice on professional subjects, as would enable him to act with judgment on them. By a little alteration in the present plan, I think it could not fail to be so, while at present, the selection being made from [illegible] party attachment, or friendly partiality, the desired end is not so likely to be attained. I should deem it a desirable thing, that a list of naval officers, who united with their professional talents as seamen, habits of method and arrangement, [illegible] with much general knowledge, should be kept in his [illegible] council chamber, and from this list, any vacancy which [illegible] place should be filled up; but that the removal of the first lord should not *necessarily* create a vacancy amongst the naval lords of the commission; whether it should do so amongst the other commissioners, I have neither wish nor opinion to offer. I believe it is at present the custom, on the making out a new commission, that the lords ascend in succession, and the new additions appear at the bottom of the list; if it is not, I think it should be so. I [illegible] much of the private secretary to the first lord being a naval officer and as the patron is of course to be supposed to [illegible] talent, we may also suppose his appointment a judicious one. Considering the increased number of our ships, I [illegible] that the number of lords commissioners is not sufficient to [illegible] properly the multitudinous affairs of consequence which come under their management. Much delay, and many errors in [illegible] take place, for want of sufficient numbers to execute, [illegible] want of method in the few there are.* Perhaps there should not be fewer than *five* naval officers at any one time at the board.

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* I [illegible] in the smallest degree to the present truly respectable [illegible], or any of their predecessors, personally; but their

I shall conclude this letter with one remark, which I hope will be taken in good part, and not wholly thrown away. I fancy it must have been under the administration of a naval earl, that it became a custom to write such letters or orders to admirals and captains, as would not have been seemly, if coming from a boatswain's mate to a sweeper; and most boards err, in using language in their joint capacity, which as individuals they would have been incapable of applying. But surely experience should have taught, that an order is not the better obeyed for being accompanied by a threat; and that a reprimand given in a passion loses all its useful effect. Instead of shame or contrition, the latter creates only disgust; and in the former, the officer is deprived of that great stimulus to exertion, the *pleasure of obeying.*

My paper still admits of one other observation. Some very great mistakes have been made by *ill-timed coldness*, or *rebuke.* I know an officer, who, landing after one of the most gallant actions that ever frigate was engaged in, had an interview with two port admirals, and two lords of the admiralty, without either of them mentioning his gallantry or success; and, another, who on landing from a ship of the line that had just excited the admiration of the whole nation, opened his *first* letter from the admiralty, and found it a *reprimand* for having inflicted twenty-four lashes on a culprit at one time.* These are inadvertencies of no small magnitude. Nelson would never have mounted to such a pinnacle of fame, if he had not led his gallant followers by conciliating their affections, by being the *reverse of a tyrant.*

I remain, sir, &c. &c.

A. F. Y.

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MR. EDITOR,

THERE is a letter, that has been published in The Times, which contains sentiments so much in unison with the feelings of many naval officers, that you will oblige us by inserting the following extract.

J. S. S.

"In the debate which occurred in a distinguished assembly on the 9th of February, sir, it is very generally *reported*, that a noble

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habits and education are against their possessing the method requisite for civil employments, except a few, whose natural talents lead them to it.

* I only speak of this reprimand as being *ill timed.*

lord, high in his Majesty's confidence, stated to the house, that a great alteration had taken place in the opinion of his colleagues, with regard to the apprehension formerly entertained of invasion, by means of the flotillas, gun-boats, brigs, and other craft, which the enemy might collect within his creeks and harbours for that purpose; and that an equal change of sentiments and councils had been brought about with regard to the mode of defence which had been prescribed by the late ever-to-be-regretted Mr. Pitt, whose talents and perspicuity, in any thing but naval affairs, it would be presumption and impertinence for any one to question.

"Upon the 15th of March, 1804, your readers will remember, that this celebrated statesman preferred his grand charges against the then board of admiralty, at which the Earl of St. Vincent presided, whose civil administration forms as memorable an epoch in our naval history as that great achievement itself from which he derives his honours, and which impressed that character upon the maritime service, which is now familiarly called *his*, and which he discovered and inspired in the Nelsons, the Trowbridges, the Hoods, the Pellews, the Keates's, the Strachans, &c. &c. all we lament or admire, all we regret or look up to as the public loss or hope of the empire. If you, Mr. Editor, or any of your readers, will turn to that memorable debate, you will find that our late lamented premier had made it an express charge and accusation against the first admiral of this or any other age, that he was ignorant of the true method of defending the shores of England, against the approaching invasion from the opposite coasts of the Channel.

"I heard him myself, sir, accuse the noble commander of criminal error, in opposing the triple barrier, 1st, of sloops and frigates; 2d, of ships of the line; and 3d, of gun-brigs and boats, to the enemy's flotilla. I heard the walls of the House of Commons ring with these doctrines, and with a loud assent to them, while I secretly admired and grieved at the rashness and temerity which preferred the naval observations of a finance minister from the heights of Dover and Walmer Castle, during a month in the summer, to the *sixty* years experience of our great admiral, in every sea, and almost in every river of the globe!

"Recollecting, sir, as I do, the consternation with which I heard these sentiments, and their acceptation with the house of parliament, into which I had been admitted as an auditor, and aware of the just deference and addiction of his Majesty's present ministers for the opinions of Mr. Pitt, it has been with me for a considerable time past an object of vast anxiety, and of a trembling curiosity, to ascertain how far they had acceded, and how far they would conform in this particular to the political testament of that great minister. Upon reading the report of Lord Hawesbury's speech of the 9th of February, I found myself discharged from a burthen of doubt and fear under which I had long been oppressed; and, upon mentioning (with the natural elevation I felt after this relief) to some professional friends of mine, the great candour of Lord Hawkesbury upon this occasion, I have had the additional pleasure of learning, that it is not confined to the breast of that noble minister and his colleagues, but extends to other branches of the government, and particularly to the civil service and departments of the navy, which were at the æra I have alluded to, so peculiarly indisposed to the system of defence, and to the plans of reforms instituted by the Earl of St. Vincent. It is not only, sir, the colleagues, and friends, and followers of Mr. Pitt, who, after four years experience, have had the generosity and public spirit to admit the great error of the 15th of March, 1804, and to vindicate the illustrious name, which was and ever will be contrasted and opposed to it; but I find that the same liberal and enlightened system pervades the admiralty, the navy board, and the dock-yards, in which I am assured scarcely a vestige of all that merchant craft, which had been purchased at the expence of more than half a million, is now to be discovered, even among the hulks condemned, or in ordinary; and it appears by Steele's Naval Register, that the Mediator is (I believe) the only ship to be found employed in the service. I find every where an entire conversion, altogether honourable to the boards, and to the officers to whom I am alluding. The artificers are now at last to be shoaled or classed, in some of the royal yards at least, according to the plan of the noble earl,* and every shipwright is to be paid according to his individual ability and exertion. Ships of the line *have been* completed from their keel according to his suggestion, in the course of one year, by no more than forty-seven artificers; and the insurrection of jobbers is utterly dissipated and quelled. Of which happy event, and of the liberality and good sense of the navy board, I shall, by your leave, sir, communicate only one, but that a most striking and honourable instance, and one which I am sure will receive the honest and free approbation of the country. This is the appointment of the master shipwright at Plymouth, who had been promoted to that station by Lord St. Vincent, to be the chairman* of a committee, assembled at Portsmouth, composed (by order of the admiralty board) of three of *the most intelligent* shipwrights, officers in his Majesty's dockyards, for the purpose of FIXING PRICES, AND ESTABLISHING REGULATIONS, FOR THE PAY AND PERFORMANCE OF EVERY DESCRIPTION OF WORK, TO BE EXECUTED HENCEFORWARD IN ANY AND ALL OF THE ROYAL YARDS.

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* This mode is preferred by Lord Barham and his board of revision.

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MR. EDITOR,

MANY complaints having recently been made respecting the conduct of the persons who employ themselves in recovering anchors which have been lost on our coasts, I beg leave to communicate to the public, through the NAVAL CHRONICLE, some facts, which I hope will tend to rectify the mistaken notions which have prevailed on the subject. Yours, &c.

MERCATOR.

Some time ago, a notice was put up at Lloyd's, stating, that a number of anchors, which were lost in the Downs in the violent storm of the 18th of February 1807, had been recovered and landed at Ramsgate. Being the owner of two ships which drifted out of the Downs at that time, I thought that my anchors might be among those mentioned in the notice, and on that account, instead of my usual annual excursion to Brighton, I took a trip to Ramsgate. I procured a residence for myself and family in Prospect-row, and finding my landlord an intelligent man, and acquainted with sea affairs, I inquired of him respecting the anchors which had been found in the Downs. We went together, and examined them; but my anchors were not among the number. He observed, that mine were probably still under water, as the *sweepers* were discouraged from searching within the jurisdiction of the Cinque Ports, for when anchors were found there, they were seized by the Lord Warden's officer, and the salvage would not pay the expence of their recovery. The sweepers (for so the persons who search for lost anchors are called) he informed me, were oyster-dredgers, who having little employment in the summer months, fit out their smacks for the *sweeping season*, at a very great expence. Each boat must be provided with at least 200 fathoms of three and four inch hawser, and three or four men. The labours of these men have been found of the greatest utility, and as they obtain only a scanty profit, arising from the sale of the anchors they occasionally recover, it must be extremely imprudent to create obstacles which tend to diminish their zeal and activity in a pursuit, from which the public reap the greatest advantage. During the winter months, a great number of anchors are lost in the Downs, off the Forelands, in Margate Roads, and other places. These anchors are very injurious to the shipping, if they are permitted to remain under water. When a ship brings up among them, her cable frequently gets foul of the sunk anchors, and is in a short time, by the constant friction which takes place, completely cut through. Thus not only a great expence is incurred by the destruction of cables, but the vessels are exposed to the imminent danger of shipwreck.

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* [illegible] the same gentleman, who, in the reign of prejudice and error, [illegible] Sir W. Elford, in the House of Commons, to be so ignorant and incompetent as not to know a man of war from a merchantman.

The following fact will farther prove the advantage which the public derives from the skill and enterprize of the men employed in this business:—Some years ago, a number of ships of war belonging to the Channel fleet were driven by a gale on the coast of Guernsey, where most of them lost one or two anchors. The admiralty being informed that the anchoring ground was thus rendered very unsafe for ships which might afterwards have occasion to take shelter there, advertised for persons to clear the roads. Some Rochester and Chatham dredgers, who were expert sweepers, made a tender of their services to government, on condition that they should be supplied with the necessary cordage, and paid for their trouble. Four sail of smacks were accordingly fitted out on this expedition, and by their perseverance they discovered and landed the anchors agreeably to their contract.

As to the legality of the practice of sweeping, my informant considered that as settled, by a decision which took place in one of the courts some time ago. A large anchor, foreign made, which had been recovered on the coast, was carried to London for sale, but was seized on its being landed. This brought on an action, which terminated in favour of the sweepers, the anchor being restored to them, with costs. Since that period these men have considered that they were prosecuting a business not only useful in itself, but sanctioned by the authority of the law. It appears, therefore, very unreasonable, that any opposition should now be made to the practice. If the encouragement arising from the sale of the anchors should be taken away, all attempts to recover them will be discontinued, and consequently our shipping on the coast will be frequently exposed to the greatest dangers. The anchors, after they are brought on shore by the sweepers, are usually kept for twelve months before they are sold, and exposed during that time to public view. These facts seem to me to be worthy the attention of the shipping interest, and I hope you will permit them to be made known to that body through the medium of the NAVAL CHRONICLE.

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MR. EDITOR, *Plymouth, March* 3, 1808.

I BEG leave, through the medium of your publication, to offer a few remarks upon the present state of the Newfoundland fishery, which is likely to sustain considerable injury, from the rupture with Portugal. I am, &c. B. D.

The ports of Devon and Dorset are the most immediate sufferers; as all the Newfoundland ships, belonging to them, looked to Portugal as their only foreign market. For some time, however, the state of the fishery has been so discouraging to the merchants engaged in it, as, it is presumed, may entitle them to some notice from government.

Previously to the war, Dartmouth alone fitted out almost as many Newfoundland ships, as now belong to that and all the neighbouring ports. Their whole number now is reduced within [illegible] the merchants have been reduced, as to property, [illegible] in the same proportion; and, at this moment, have more [illegible] prospects before them than ever they were used to con[illegible]. When, some years since, the Yarmouth herring fishery [illegible], for want of a foreign market, government gave a [illegible] commodities, by directing that herrings should be served [illegible] week to our prisoners of war.—Some such channel [illegible] be now opened, and the usual bounty paid as for [illegible] by favour of government, in order to save the merchants of this coast from the ruin which seems impending over [illegible]

[illegible] of the neighbourhood, which built at its own [illegible] which proves so serviceable to his Majesty's fleet at Torbay, and the multitude of youths who are [illegible] the bay, first in our coasting fisheries, then in the [illegible] trade, and, finally, for the navy, possesses a claim upon the public favour, which the generosity of Englishmen can never deny. There are belonging to Torbay, and employed in our home fishery, at the present moment, 383 decked boats, which severally employ one man, and three boys, besides about 100 yawls, and many other smaller open boats, which give employment to a considerable number more. No initiatory service can form a race of seamen, better adapted to promote the public accommodation, and the national security, than that in which they are engaged. In the spring, after their winter rendezvous at Torbay, which is their home, their proprietors arrange their plans in concert—sail away in divisions to different coasts of the island, and furnish the tables of Liverpool and London, as well as of Exeter and Bath, by the toils of the fishing boys of Torbay. It is not generally known, that from this prolific bay, proceeds the swarm of seamen which are often seen trolling in the British, the Bristol, and St. George's Channels, and even at the mouth of the Thames; but it is a fact, that ought to be publicly known, and ought, in some way or other, to be publicly recognized.

CORRECT RELATION OF SHIPWRECKS.

No. XXIII.

> Again the dismal prospect opens round,
> The wreck, the shore, the dying, and the drown'd.
>
> FALCONER.

AMONG the number of "*deported*" persons, who, in the year 1798, were banished by the French directory to the pestilential climate of Cayenne, was Jean-Jacques Aymé, one of the national representatives. This unfortunate gentleman, with a hundred and ninety-two other persons, was embarked on board la Charente frigate, Captain Breuillac, on the 12th of March, 1798. La Charente, shortly after the commencement of her voyage, was chased by three English frigates, and sustained considerable damage; in consequence of which, on the 25th of April, the "*deported*" persons were removed into la Décade, Captain Villeneau. After enduring a number of hardships, on their passage, through the inhumanity of Villeneau, they were landed at Cayenne, in the middle of June following. The insalubrity of the climate, the want of proper provisions, and the severe restrictions under which the "*deported*" were placed, rendered their arrival scarcely a subject of self-congratulation. Several of them, at different times, effected their escape; and, at length, Jean-Jacques Aymé, who was subsequently exposed to all the horrors of shipwreck, formed a plan for leaving the place which proved the grave of so many of his countrymen. He had experienced many acts of kindness and attention from M. Berthollon, a settler at Cayenne. The wife of that gentleman, being in a consumption, was recommended to try the air of Europe, as the only chance which she had for her recovery. M. Berthollon accordingly agreed with Captain Gardener, an American, whose ship was to sail in a few days for Gottenburgh, to carry himself, his wife, and their child, a little girl of two years and a half old, to Europe. Captain Gardener also agreed to take M. Aymé, and two other exiles, Perlet and Parizot. They at length sailed from Cayenne, on the 5th Brumaire (27th of October), 1799. The whole number of persons on board amounted to twenty-one: namely, Berthollon, his wife, and child; Aymé, Perlet, and Parizot; Baradeau, a French sailor passenger; the captain; and thirteen foremast men. The latter included an Alsacian soldier, some Anglo-Americans, a Spaniard, a Dane, a Scotchman, some Englishmen, and three negroes. The captain flattered them with the prospect of a speedy passage; but, owing to an error in the longitude, the ship was carried greatly out of her course. After escaping many dangers, however, she was drifted, by the currents, towards the rocks of Norway.

Aymé, who was happily rescued from the shipwreck which ensued, afterwards published an account of his sufferings and dangers; and from his narrative the following details are extracted:—

"On the 11th Nivose (the latter end of December) we were," says Aymé, "only a small distance from the rocks of Norway, not without some [illegible] of striking on them, by which we should have been irre[illegible] the coast being barren and inaccessible in this part. Fortu[illegible], by dint of manœuvring, to reach the Cattegat, there to [illegible]; for on the 13th, at dawn of day, we were not three ships [illegible] the Scaw; scarcely had we time to put about, the wind [illegible] contrary to us, when we were only about twelve leagues from [illegible], which harbour we thought we should enter in the course of [illegible]. The captain attempted to put into Christiana. We approached [illegible] town, which was concealed from us by the fog, and as the wind had freshened, the fear of being wrecked on the coast thickly strewn [illegible] this very narrow channel, determined the captain to regain [illegible], and to take shelter in some port in Scotland, whither [illegible] the wind.

"We had just twice successively escaped the most imminent dangers; we were a hundred leagues from the port which we wished to gain. The weather was dreadful. We were almost continually in the dark, having no more than six hours daylight; and, to complete our misfortunes, we were almost in want of every thing. The captain had affirmed that the passage would be performed in about six weeks; Berthollon had laid in three months provisions for himself, his wife, his child, Parizot, Perlet, and me; Baradeau had laid in his own; but the captain had a very slender stock; he had reckoned upon that of his passengers, and it was at our expence that he still subsisted his servant and his boatswain. During the first forty days, the captain had been incessantly flattering us with a short passage, and we denied ourselves nothing. We were not more careful of our water. Thence it happened that at the end of two months we had very little, that we had no more fresh meat, and but a small quantity of wine and *tafia*, the latter of which we kept to refresh the sailors when on hard duty, and that at last we were reduced to the daily allowance of a biscuit, a bit of salt pork, and a glass of water. In this state of distress, which lasted a fortnight, we were running, in the midst of the most terrible storm, towards the coast of Scotland, with which no person on board was acquainted, having in some measure before us only the frightful prospect of perishing for want, or of being driven on shore. On the morning of the 18th we made the land, and as we were carried towards it by a very violent gale, we put the vessel's head to the northward, in order to range along it, so as to avoid coming too near it till we had been able to discover some port. Standing on, we perceived, at the distance of a league, a vessel which had just been cast on shore, and which we have since learnt was entirely lost, with all her crew. We continued our course, and discovered a-head of us another vessel, towed by four boats, that were conducting her towards a place which our captain took for the harbour of Montrose, and which was that of Fraserburg. He ordered several guns to be fired, and hoisted a signal to call on board a coasting pilot; but no one having appeared, and night coming on, he stood into a bight, on the larboard hand, forming a sort of bay, in which he thought himself in safety. We were not a quarter of a league from the land; there were only five fathoms water; we let go the anchor, in hopes of entering the harbour the next morning.

"In the mean time the sea continued to be boisterous, and the vessel was tossed about almost as much as before. The captain ordered a second anchor to be let go, about two o'clock in the morning of the 19th of Nivose (early in January)—a day, the remembrance of which I shall long bear in my mind. The sea struck the vessel with so much violence, that the water broke in abundance upon the deck, and frequently found its way down the scuttle into the between-decks. This accident at first took place only every quarter of an hour; but about four o'clock it became so frequent, that the captain, being apprehensive of foundering, ordered the cables by which we were riding to be cut, approached within a musket-shot of the coast, and dropped the sheet anchor, the only one that he had left. This manœuvre did not much better our fate. The waves were as frequent, and became so violent, that about seven o'clock the cable of this last anchor parted, and we were driven on shore. We struck repeatedly, and at every stroke we thought that the vessel would go to pieces. Fortunately this did not happen; for although we were very near the land, not one of us would have escaped; but the vessel having opened in several places, and the water rushing in on all sides, we were obliged to go upon deck, whence we discovered, at fifty yards from us, as the day appeared, the inhabitants of Fraserburg, who seemed very much concerned at our alarming situation, but none of whom durst attempt to come to our assistance. At this we were more afflicted than surprised. It in fact appeared impossible to cross this space, full of rocks, against which the sea was breaking with the greatest violence. Not one of the sailors had the courage to expose himself to its fury.

"The sea was dreadful; it was perfectly white with foam; the waves, which succeeded each other without interruption, rose to a prodigious height, and all those which were impeded by the vessel, finished by breaking over her, with a terrible noise. We were soon covered with water, whatever precautions we took to shelter ourselves from it. About ten o'clock an attempt was made to get out the long-boat; but whether she was badly launched by our men, who were benumbed with cold, or whether the sea did not allow them to manage her properly, she filled. They tried in vain to bale her out; but they were under the necessity of quitting her. The impulse of the sea threw her on the rocks which lined the coast, and against which she was dashed to pieces.

"The waves, which were continually striking us on the starboard side, had imperceptibly heeled the vessel, and had obliged us to take refuge on the higher side, that we might not be entirely under water. As long as the deck presented only a gentle declivity, we could, without much difficulty, keep our place; but some fresh waves having, about noon, entirely laid the vessel down on her beam ends, so that the main-mast was in a horizontal position above the water, and might have served as a brow to get very near the shore, had it not been continually covered by the waves; our situation became frightful. We were all hanging to the ropes, and to the rings of the starboard side of the vessel, and it was only with incredible pains and efforts that we avoided falling down into the part that was under water.

"Chance had at first placed me near the companion. I held fast by a rope. But I was very near an open port; the waves breaking through this port covered me every instant from head to foot. I was as completely soaked as if I had been wholly in the sea. To avoid this inconvenience, insupportable at this season, and in this climate, I thought that I might avail myself of the short interval of the cessation of the waves, to pass beyond this port, and put myself a little farther on, in a place where the weather board, which formed a sort of pent-house, might afford me a little shelter. The distance was not quite six feet; it was impossible for me to cross it; and had I not met with the capstan, to which I clung fast, I should have fallen on the lower side, and have been inevitably drowned.

"Scarcely had I remained a moment in this place, when a sailor, who, perhaps, had come there from the same motive, and in the same manner, incommoded me exceedingly. To complain would have been as unjust as useless. I again endeavoured to reach the starboard side, by means of the ropes which were upon deck; this attempt was as unsuccessful as the former. I was carried away by the slope of the deck, and I had the good fortune to get fast hold of the pump, which served me for some time as a point of rest; but the shaft of this pump had already started from its place near three feet; the weight of my body still helped to draw it farther out. I quitted this dangerous post to take one where I was not much less exposed. I leant against the main-mast, which was close by, and which, by its weight and position, made the planks where I was lying crack every instant.

Such was my last asylum, in which, being no longer sheltered by the weather-boards, I was washed by all the waves that struck the vessel. Twenty times in the course of the morning I had drained the water out of my boots; but here I was up to my knees in it, and the upper part of my body was as wet as my legs. I have no idea how they escaped being broken by the fall of the trunks, barrels, and other very heavy bodies which were floating about in the vessel, nor how I avoided being crushed to death by the weight of the seas which were falling on me without interruption, in the form of water-spouts. The sailors, who spoke English, did not cease to implore the assistance of the numerous spectators. The latter made them answers which I did not understand; but I judged very well by their gestures, that they were exceedingly distressed at not being able to afford us any succour. I afterwards saw arrive on the beach twenty men carrying a boat on their backs. I have since been informed that they had fetched it from the harbour, at the distance of upwards of a mile. This sight gave me some hope.

In the mean time I felt myself exhausted by fatigue and faintness; my strength forsook me. I glanced my eyes around me; what a spectacle presented itself to my view! I first saw two negro sailors floating at my feet—they were dead; one of them was he who had like to have perished on our crossing the tropic.* I cast my looks to the left, I perceived Bertbollon's wife and child; they were dead. I turned then to the right, and saw Parizot with his head thrown back, all the waves breaking over him, without his making the smallest movement: he was dead. I envied their fate, and I thought, for half an hour, that my prayers were on the point of being heard. Already the cold, which had benumbed me, threw me into convulsive agitations, that announced a very near end. Already frequent yawnings, which I took for the approaching signs of death, persuaded me that I was fast verging to the close of my earthly career, when about three o'clock, and at a moment when I neither expected nor wished for assistance, I perceived on the beach, a young man naked, who plunged into the sea, which was become somewhat smoother. In a little time he was in the midst of us.

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* He had there imprudently thrown himself overboard, for the purpose of bathing; and, in consequence of the way which the ship made, he was left considerably behind. The vessel, however, was brought to, and he was saved.

He swam off with a rope fastened to that boat which had been recently brought. By means of this rope, the sailors hauled on board the boat, in which several persons were put. Another rope fixed to the shore, served to draw back the boat in a diagonal direction, and to prevent her from driving on the rocks which were opposite the vessel. She made a second trip, in which I was included; I had not strength sufficient to quit my place; two sailors took me from it, and put me into the boat, half dead. I was brought on shore senseless; six men carried me, like a corpse, into an inn; with much difficulty they forced open my teeth, to make me swallow some cordial; they cut off all my clothes, which clung close to my body; they put me into a warm bed; two naked men placed themselves by my side, in order to regenerate vital heat; and by every exertion which their humanity could dictate, I was restored to life.

Receive my thanks, generous George Milne, who bravedst the icy cold of the sea, the fury of the waves, and the representations of thy parents, to save us! We have been informed that his father and mother used every effort to restrain him, by the fear of the danger which he was going to incur. "Yes," said he to them, "I know that it is possible that I may perish, but I know that it is certain that those people, whom we see dying, will all perish, if they are not speedily assisted." He tore from their arms, and throwing himself into the sea. Receive my thanks too, worthy and humane inhabitants of Fraserburg, who have taken so much interest in our misfortunes, and vied with each other in lavishing on us the most hospitable kindness! And you, respected Lord Inverury, receive my thanks; you who, in every attention which our situation required, neglected nothing to mitigate our misfortunes! your generous and noble soul is above national prejudices. It is sufficient to be unfortunate to have a claim to your [illegible].

About eight o'clock I had recovered my senses, and felt my strength return, when I found this lord at the head of my bed. He spoke French very well, and said every thing that it is possible to imagine most obliging to [illegible] consolation. He gave me an account of some of my shipwrecked companions, who being less exposed to the waves, had suffered rather less than I had; he assured me that he would see me again the next morning, and recommended me strongly to my landlord. His recommendation was [illegible], as he was the principal magistrate of Fraserburg, as the [illegible] of the Duke of Gordon, lord lieutenant of the county of [illegible].

Lord Inverury was the first person that I saw the next morning when I awoke. I had passed a pretty good night; but my legs were bloody, and [illegible] swelled, my hands benumbed, so as to make me fear that they [illegible]ped, and my whole body was bruised. I wished however to [illegible] where no person understood me, and to join my companions [illegible], who had been received by Mr. Dalrymple.

As soon as my strength permitted me to get up, this lord had the goodness to procure me clothes, support me during the walk, and to conduct me to Berthollon, Perlet, and Baradeau, whom I found extremely fatigued. The first was sunk into the most profound grief. He had lost his wife and his child; and although he was at this time sensible only to this loss, it was aggravated by that of part of his fortune which had perished in our shipwreck. He was worthy of a better fate.

The same day, the 20th Nivose, the vessel which we had seen on the 8th towed by some boats, and which had not been able to enter the harbour, was cast away by the side of ours. One sailor perished on this occasion. The captain died in consequence of the fatigues and hardships which he had endured; we were told that all the coast of Scotland was covered with the wrecks of vessels cast away during this gale, which lasted near a fortnight. Our brig went entirely to pieces.

We lost almost all our property: what little was rescued from the wreck was extremely damaged. The captain saved a cask, containing his money, his papers and mine, which I had delivered to him on our sailing, and in which I found the materials employed in this narrative. Since then I have seen the remains of my trunk, which had been knocked to pieces; I found only a shirt and a pocket-handkerchief. That is all I had left. I learnt that I was on the point of suffering a loss which would have involved me still more. All my resource was in a girdle which I wore, in order to conceal my money from the crews of the privateers that we were afraid of meeting. When I was stripped at the inn, this girdle was thrown on the rest of my clothes. Among the spectators was a dishonest man, who seized hold of it and made his escape. Fortunately it was missed in time, some persons ran after him, and made him give it up. It was faithfully restored to me."*

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SHIPWRECK AND SUFFERINGS OF M. DE BRISSON, AND HIS COMPANIONS, ON THE COAST OF CAPE BLANCO.

(Translated from DURAND'S *"Voyage to Senegal.")*

IN the month of June, 1785, M. de Brisson left France, in the ship St. Catherine, Captain Le Turc, for Isle St. Louis. At midnight, on the 10th of July following, they found themselves between the coast of Africa and the Canary islands, in a sort of creek formed by rocks. Under an impulse of alarm, the captain steered the ship towards the shore, and, being driven with great force by the currents, she struck three times, and then remained fixed and motionless. She resisted the attacks of the sea, during the whole of the night, although at every instant it seemed ready
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to swallow her up. Towards morning the storm abated, when M. de Brisson, with all the crew, got to land; and these unfortunate people, finding themselves in a desert and unknown country, ascended the highest rocks, but could perceive only an immense white sandy plain, on which a few plants, bearing a small seed, in shape and size resembling that of mustard, were scattered. These plants, which the Moors call *avezoud*, and of which they make a sort of paste to regale themselves with, branch forth like coral.—At a distance appeared several hillocks, which, overspread with a sort of wild fern, resembled a thick wood.

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* At Fraserburg the writer first heard, from Lord Inverury, of the revolution of the 18th Brumaire, effected by Buonaparte; a revolution which afforded Aymé an opportunity of returning home in safety.

Advancing towards these hillocks, they found a number of camels feeding, from which they inferred that the country was inhabited. To the poor seamen, who were almost perishing with hunger and thirst, this was an important discovery. Some of the natives, who were watching the camels, soon perceived the Europeans, and, giving the alarm, the latter were shortly surrounded by Moors, who, in the excess of their joy, uttered the most terrific shouts. The unfortunate sufferers, being dispersed about, were ferociously seized, and stripped; those who attempted resistance being wounded and struck to the earth.

At the time of this barbarous treatment, M. de Brisson perceived a Moor unarmed, whom, from his dress, he recognised to be one of those who had accompanied the king, Alikouri, on a visit which he had paid him at Isle St. Louis. De Brisson therefore ran and threw himself at his feet, as did M. Devoize, the second officer of the ship, and five of the crew who had not left him. They soon found, however, that they were as unfortunate as their companions; for the Moor received them with contempt, and, in an angry tone, inquired of M. de Brisson, who he was, whence he came, and what brought them all there? He answered, by sketching the form of a ship on the sand, and, by the assistance of gestures, and a few Arabic words which he had picked up at Isle St. Louis, he made the Moor comprehend, that they had been shipwrecked, and, imploring his aid to convey them to their place of destination, added that he had the means of compensating him for his trouble. The last remark was perfectly understood by the Moor, to whom it afforded great pleasure. He immediately softened his features, and placed his fingers between those of M. de Brisson, as a proof of friendship, and that they would remain united for ever. The Moor now demanded the property to which M. de Brisson had alluded, and received two watches, one of them a repeater, two chains, a gold stock buckle, two pair of silver shoe buckles, a brilliant ring, a silver goblet and cover, and two hundred and twenty livres in cash. Affecting an air of mystery, he secreted the treasure in his blue shirt, being more pleased with the money than with all the other articles, and promised M. de Brisson that he would never abandon him. By surrendering his property, he had expected to gain the kindness of those into whose hands he had fallen; instead of which he found it a source of great misfortune. The Moor inquired at what part M. de Brisson had been shipwrecked; and on being informed, he called several of his people, and made a sign to them to follow him. M. de Brisson, from the manner in which they approached, was aware that his protector was a man of some consequence, and he afterwards found that he was one of the priests, called a *Talba.*

The Moors, on reaching the sea-shore, shouted with joy; but so great was their eagerness for plunder, they soon quarreled among themselves. Several of them swam off to the wreck, with the view of obtaining what they could; those who remained on shore expressing their fears of not receiving their share. The women in particular were quite outrageous.

The news of the shipwreck soon spread itself over the country; the savages, in great numbers, made towards the shore; and several lives were lost in their contentions respecting the plunder. The women, enraged at not being able to get to the ship, fell upon the unfortunate Frenchmen, and partly stripped them, disputing all the time who should possess the clothes of M. de Brisson, they being better than those of his companions.

The *Talba,* who had become the master of the shipwrecked crew, although a priest, was a warrior by profession. Finding that the number of savages increased every minute, he felt himself under the necessity of joining with two friends for the purpose of securing that portion of the plunder which he had got together. Arrangements having been made, both for dividing the plunder and the slaves, the three Moors retired from the others for the purpose of sharing their booty. The Frenchmen were then led to a miserable hut, covered with moss, about a league distant from the sea, where they were crowded together, and rigorously searched, lest they might have concealed some valuables. Nothing being found on them, they were stripped quite naked, and even robbed of their shirts and handkerchiefs. M. de Brisson then learned that the *Talba,* his master, was called Sidy-Mahammet-Del-Zouze, of the tribe of Labdesseba, the most ferocious of any in the desert, and the irreconcilable enemy of the Wadelims, who are not much their superiors in civilization.

Sidy-Mahammet having buried the treasure which he had acquired, in the sand, returned to the beach to get his share of the plunder of the ship. During his absence, a troop of Wadelims attacked the retreat of the Europeans, pulled them out by the throat and the hair of their head, and then began to fight with each other for the few clothes which had been left on M. de Brisson. In their jealousy and rage, they not only stripped him to the skin, but pursued him behind some heaps of sand, knocked him down, almost beat him to death, and were preparing a rope to strangle him, when one of the men whom the *Talba* had left with him, came running out of breath, and accused them of having violated the asylum of Sidy-Mahammet, carried off his slave, and trodden under foot the sacred book of their religion. He told them that the *Talba*, enraged at the indecency of their sacrilegious conduct, had demanded that the old men of both parties should assemble to try the criminals in council, and that the only means of appeasing his wrath would be to give up his slave. This menace had a good effect, and the captive was instantly liberated. The Moor, who had thus interposed in his behalf, was called Nonegem: he conducted M. de Brisson to the place where the council was assembled; and, the trial immediately commencing, the liberator, as ambitious as he was cunning, contended that the Frenchman was his slave, as he had rescued him from those who would have [illegible]. He grounded his pretensions also on having seen M. de Brisson give his master several articles of value. Enraged at these impertinent remarks, and particularly at the exposure of his buried treasure, Sidy-Mahammet cast a look of fury and indignation at Nonegem, and exclaimed, "*This Christian is mine; he threw himself into my arms of his own accord, and I have promised to protect him, and to take him to King Alikouri. I pledged my word that I would do this; and I look up to the tribunal for a decision in my favour, instead of for Nonegem, who ought to be severely punished.*" Nonegem replied, "*As the slave cannot be mine, he shall die by my hand.*" On this he drew a poniard, intending to despatch the captive, who stood appalled with terror. Without betraying the least emotion, however, Sidy-Mahammet [illegible] himself a sort of chaplet, of considerable length, and took up a little book which hung at his waist: in an instant the [illegible] rushed towards M. de Brisson, tore him from Nonegem, and delivered him over to the enraged priest, dreading lest he should issue an anathema against his adversary. This conduct of the women, and authoritative act of the *Talba*, were immediately approved and applauded by the whole of the council.—It should be observed, that the *Talbas*, *Marabous*, or priests, always wear a long string, containing a hundred and fifteen little black balls, which they use in the same manner as the catholics use chaplets.

M. de Brisson was now taken to his companions, who were in the neighbourhood. He found them in a pitiable state, almost starving; as, during the three days which they had been confined, their only food had been a small portion of wheat flour spoiled by sea water, mixed with some barley-meal, which had been for a long time kept in goat skins. While partaking of this wretched meal, a friend of Sidy-Mahammet came and apprized them of the approach of the Wadelims, advising them to hide themselves without delay, as those people were coming from all parts to seize upon the slaves and treasure. Profiting by this advice, the *Talba*, together with the Europeans, hid themselves behind some sand-hills, where they remained until some Moors of their own tribe, who were anxiously employed in preserving the plunder, came to reinforce them. A guide then set out before the Frenchmen, and, by erecting little pyramids of stones at certain distances, pointed out to them the road which they had to take. This precaution was adopted for the purpose of avoiding the outskirts of the enemy, particularly those of the Wadelims; who, whether friends or enemies, are equally to be dreaded on account of their avarice. At break of day, all those who possessed christian slaves came with them, and, having joined the Frenchmen, the whole body marched off for the interior of the country, where the families of their respective owners resided.

To the Europeans, this journey was extremely fatiguing: they were almost dying with hunger and thirst, by which, on moving the tongue, they experienced such pain, that they were fearful of asking even the most simple question. Being under the necessity of following the steps of the camels, whose pace was hastened, they were exhausted by fatigue; yet, to avoid being surprised, they were compelled to make several counter-marches, by which they occupied a fortnight in making a journey which was generally performed in five days.

After having climbed mountains of a prodigious height, covered with small greyish flints, as sharp as those of muskets, they descended into a sandy plain, nearly covered with thistles, where the cavalcade rested. M. de Brisson having walked till his feet were excoriated, could proceed no farther; upon which his master made him get up behind him on a camel, the rough movements of which inflicted on him the most excruciating pain; and, being naked, and, having no means of preventing the friction of the camel's hair, he was soon so chafed that his blood ran down the sides of the beast. This sight afforded much amusement to his master; who, the better to enjoy it, urged the camel to a quicker pace. At length, unable any longer to endure the torture, M. de Brisson threw himself off upon the sand, experiencing no other injury by the fall than a few scratches from the thorny thistles.

Towards evening they met their guide and halted, when de Brisson, no longer able to move, and suffering all the horrors of starvation, threw himself behind a bush, and implored the termination of existence. They soon forcibly pulled him from his retreat, to make him unload the camels; but, tired of his life, he resisted their efforts, and knocked down the Moor who disturbed him; on which the latter ran off and fetched his master, who, however, assured his captive that he had nothing to fear.

The shipwrecked seamen, while sitting under the bushes, witnessed some preparations which appalled them with terror. The Moors put a quantity of stones into a brasier, and, having made them red hot, they lifted up a large stone, and dug a hole in the ground, occasionally shouting with laughter, and repeating the name of Brisson. They at length called him, and made him approach the hole which they had digged; but how great was his surprize, when he saw them draw forth from the hole, in which he thought they were going to bury him, a large skin full of water, a sack of barley-meal, and a newly-killed goat. His alarm subsided, the sight of the provisions inspiring him with new life: he saw them fill a large wooden bowl with water, into which they put a quantity of meal, and then, by throwing into it the red hot stones, they made it boil; by which means they produced a sort of gruel, which they kneaded in their hands, and swallowed without chewing. A very small quantity of brackish water, with some of the same steeped meal, served for the repast of the captives, the goat being reserved for the following day. Their guide, who went before them, had procured those provisions from a neighbouring village, and had concealed them beneath the stone. M. de Brisson observed, that the resentment of the Moor whom he had struck was converted into acts of kindness and attention, as he brought him a larger share of food than was allotted to the others. At the close of the meal, they all laid themselves down to sleep behind the bushes.

[To be continued.]

PLATE CCLIII.

THE annexed plate, from a drawing by J. T. Lee, Esq. represents Captain Ellison's action, off Guernsey, with an enemy's squadron, consisting of the Scævola and Brutus line-of-battle ships (with their quarter-decks cut down), two frigates, a corvette, and a brig, on the 8th of June, 1794.—Notwithstanding the force of the enemy, which was more than three times that of the British, our ships sustained their collected fire for upwards of two hours, without suffering any injury but in their rigging and sails.—The public thanks which Captain Ellison received from Sir James Saumarez, the commander in chief, for his spirited conduct on this occasion, will be seen in our memoir of the former officer; where, also, are given the particulars of the action.*

MARINE SCENERY.

PARTICULARS OF DOUGLAS BAY—ISLE OF MAN—AND THE HERRING FISHERY.

Extracts from a Tour through the Isle of Man, by DAVID ROBERTSON, *Esq.—Published in* 1794.

BEFORE sun-set, the breeze which had hitherto proved favourable died away, and for some time we were becalmed in the Bay of Douglas; which, in the form of a crescent, extends for three miles from Clay Head to Douglas Promontory. The evening grew more and more serene: the setting sun threw a beautiful veil of light over the mountains, and the evening sky gave a ruddy tinge to the scarcely-heaving ocean. A few straggling fisher-boats were moving homewards. The verdure of the fields, the wood-circled hamlets, the flocks scattered over the mountains, and the smoke curling from the town of Douglas, improved the landscape, and afforded a pleasing contrast to the gloomy scenes we had lately passed.

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* *Vide* page 16 of this volume.

Douglas bay is spacious, and the neighbouring high lands render it an asylum from the tempests of the north, west, and south; but to the storms of the east it is greatly exposed. Both points present a dangerous and rocky shore. A variety of fish is here caught in great abundance: the cod is a high luxury; and the salmon, though small, equals in delicacy and flavour the choicest in England; and during the months of July, August, and September, is very plentiful.

This fishery has been claimed by the Duke of Athol, as one of his manerial rights. Since the sale of the island in 1765, it has been deemed the property of the crown; and by the Lords of the Treasury is at present let at a sum greatly inadequate to its value. When the lease expires, whether government will, at an advanced sum, renew it, or restore the fishery to the Duke of Athol, will depend on the report of the five commissioners, lately appointed by the crown, to investigate the equity of his grace's demands.

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After I had indulged myself for some time in viewing the beautiful and romantic scenery of Douglas bay, a gentle breeze sprung up, and we arrived at the town about nine in the evening.

The entrance of the harbour is narrow and dangerous, being fenced on each side by a range of precipices. In the centre of these a light-house, at once useful and ornamental, formerly stood. This, with a great part of the quay, was destroyed by a severe storm in 1786; and in this ruinous state, highly injurious to the public, and fatal to many individuals, it has remained ever since. To enumerate the various shipwrecks this neglect has occasioned, would be unnecessary; but the awful calamity which happened in September, 1787, is too interesting to be passed over in silence. I was then in Douglas, and never before witnessed such a scene of horror.

The preceding day was delightfully serene; the sky pure and unclouded; and the sun shone forth in all his strength and beauty. In the morning, about four hundred fishing-boats appeared in the bay and harbour, deeply laden with herrings, to the amount of 5000l. Gladness smiled in every eye, and the song of mirth gave new energy to labour. The earlier part of the day was passed in unloading the boats, and the remainder devoted to festivity.

The herring-ground was then off Clayhead and Laxey, about three leagues from Douglas. In the evening when the boats again sailed thither, there were no indications of a change in the weather; but at midnight a brisk equinoctial gale arose; and the fishermen, impelled by their usual timidity, fled to the harbour of Douglas for refuge.

On the ruins of the light-house is fixed a slender post, from which is hung a small lantern. This wretched substitute was thrown down by one of the first boats, in its eagerness to gain the harbour. The consequences were dreadful. In a few minutes all was horror and confusion. The darkness of the night, the raging of the sea, the vessels dashing against the rocks, the cries of the fishermen, perishing in the waves, and the shrieks of the women ashore, imparted such a sensation of horror, as none but a spectator can possibly conceive. When the morning came, it presented an awful spectacle: the beach and rocks covered with wrecks; and a group of dead bodies floating in the harbour. In some boats whole families perished. The shore was crowded with women: some in all the frantic agony of grief, alternately weeping over the corses of father, brother, and husband; and others, sinking in the embrace of those, whom, a moment before, they imagined were buried in the waves. The bustle of trade ceased; its eagerness yielded to the feelings of nature; an awful gloom sat on every countenance; and every bosom either bled with its own anguish, or sympathized with the sufferings of others. Dreadful as this calamity was, it did not awaken the parental care of administration; and to this hour the harbour of Douglas remains in the same ruinous state; useless, in a great degree, to the public; fatal to individuals; and a monument of reproach to government.*

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Soon after our return to Douglas, I took an evening walk to the promontory south of the town. The weather was serene and delightful: the neigbouring fields were in full blossom: the windows of St. George's chapel flamed with the setting sun; and the ocean was tinged with his ruddy light. In the bay, numerous vessels with streamers waving in the wind, were waiting the completion of their cargoes; and at a distance, scattered along the horizon for many a league, were seen the white sails of four hundred fishing-boats; while the town beneath was a crowded scene of business, enlivened with mirth and festivity.

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* Since the above was written (1791), I have, with much pleasure, observed the attention of government to this subject. A new quay, on a plan at once beneficial and elegant, has lately been projected; which, I hope, will be executed in the ensuing summer.

The herrings are supposed to migrate annually from the north of Europe in one immense body; but on arriving at the northern Isle of Scotland, are broken into various huge shoals, which, after visiting several of the kingdoms of Europe, regularly return to the more northern regions. About the middle of summer a few stragglers appear off this island; but the fishery seldom commences till the middle of July; and for a month or six weeks continues off Peele, Port-Iron, and Castletown. The herrings, though then in their prime, are by no means so abundant as afterwards.

About the end of August they collect from every part round the island, towards the north point of Douglas bay, and here, with increasing success, the fishery continues till the middle of September; when the equinoctial gales usually intimidate the fishermen, and dissipate the herrings.

The boats seldom exceed eight tons, are built with much dexterity, sail swiftly, and are easily commanded. When new, they cost, including the nets, upwards of seventy or eighty guineas; but they seldom are the sole property of the fishermen. The produce of every night is divided into nine shares. Two belong to the owners of the boat; one to the proprietors of the nets; and the residue to the six fishermen. Two of these are generally seamen; and the rest, at the beginning of the fishery, come from the interior parts of the country: to which, on its close, they return supremely contented, if they have procured herrings; and the women, in their absence, cultivate potatoes, barely adequate to the maintenance of the family till next fishery. Few of the fishermen are acquainted with the anxiety attending the possession of riches. The greater part of their gains is consumed during the fishery in feasting or ebriety; and the remainder is usually consigned to quiet some importunate creditor.

Upwards of four hundred boats* compose the Manks fleet. An admiral and vice-admiral are annually elected: to the former of whom government allows 5l. and to the other 3l. for the season. Their boats are distinguished by a small flag at the top-mast, and their province is to conduct the fleet to the herring ground.† The boats sail with the evening, and return with the morning tide. On leaving the harbour, each fisherman uncovers his head, and appears for a few moments engaged in devotion; but this, I presume, is more a relic of customary superstition, than an expression of real piety. Under the cloud of night they shoot their nets, which are buoyed up by inflated bags of dog-skin, dried in the sun, and smeared over with tar. The herrings are caught by the gills; and in such abundance, that part of the nets must be frequently cut away. Many of the boats return laden with fifty, and some with seventy meases.* This, while it continues, occasions a very rapid influx of money into the country; a successful night's fishing being frequently estimated at 3000l. and sometimes amounting to 5000l. Among the herrings are caught great quantities of dog-fish, called by the Manks gabboch, which prey upon the herrings, and from their strength and voracity prove very destructive to the nets. They furnish the natives with oil, and when dried resemble ling; but are seldom used, except by the poorest of the inhabitants.

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* In this number are not included the smacks, brigs, &c. belonging to the island.

† During the fishery there is a penalty of 5l. for every gull which is killed; these birds being supposed constantly to attend the herrings.

I have already mentioned some of the superstitions of this country; but these were in general innocent fancies. An error of that nature, however, prevails during the fishery, which proves highly injurious to the interests of the island. Superstition, that foe to commerce, operating on the native indolence of the Manks, influences them to sacrifice at her shrine every Saturday and Sunday evening, during the herring season; the fishermen being of opinion, that the sale of the fish caught on the one evening, and the sailing of the boats on the other, would equally profane the Sabbath.

Did this regard to the Sabbath proceed from a just veneration of the awful injunctions of Him who is so profusely conferring on them the blessings of the sea, it would be pious and commendable: but it is more the offspring of fear, than of gratitude to Heaven. It arises from a tradition, that on a Sunday evening of the last century, when the boats were fishing, a tremendous gale, accompanied with thunder and lightning arose, which destroyed a great part of the fleet; while several of the boats, which had fled for refuge to a neighbouring cove, were crushed to pieces by the fall of the impending precipice. Whether this actually happened, or was only a fabrication of priestcraft, I have never been able to learn. It has, however, proved a real calamity to the country. The natives believe it an awful instance of the wrath of Heaven, and are thereby deterred from subjecting themselves to the like vengeance. This sacrifice of two days is very injurious to the fishery. From Friday to Monday evening the shoals of herrings move to some other ground; and frequently, as soon as they are discovered, the close of the week prevents any material advantage therefrom.

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* A mease of herrings is five hundred.

Were the boats to sail on the Saturday evening, the fish would be sold on the ensuing morning; and this, in the opinion of some, might occasion a bustle inconsistent with the solemnity of the Sabbath. But what injury could be given to the most pious and enlightened mind, were the fishermen (after having, on the Sabbath-day, offered up to God in his temple the incense of grateful hearts), to sail with the evening tide, and gather in the blessings which Heaven, at this season, so copiously pours around them?

During the fishery, the island seems to awake from its native lethargy. Douglas is a scene of great festivity. This season is a jubilee to the fishermen; and their wives and daughters come in groups from the interior parts of the country to heighten it. The Manksman shakes off his wonted sloth and melancholy and assumes an air of gayety and mirth. The day is passed in banqueting, and flowing cups go round; gladness smiles in every eye; the song echoes from every corner; and not unfrequently dances conclude the festivity of the night. To a generous mind it is highly gratifying to observe some thousands deriving life and gladness from this employ. The pleasure, however, diminishes on reflecting, that all this gayety and exertion will soon be over; and that the Manksman, when he has basked, like a summer insect, for a little time in the sunshine of industry, will retire to his usual indolence and misery, to his smoky cottage, and tattered family: for, till manufactures are more generally established, he will never know either a continuance of the comforts of life, or the blessings of society.

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The exports of the island are not adequate to its imports; although government, to promote a spirit of commercial industry among the Manks, has exempted from every fee and impost in Britain and Ireland their produce and manufactures, and the importation of every article requisite for the culture of the lands, and the advancement of their manufactures and fisheries. Besides this indulgence, government has granted a bounty of 1s. a barrel on herrings designed for British consumption, and an additional 2s. 6d. when exported to a foreign market.

As herrings are at present the staple commodity of the country, I shall here give a sketch of the trade. During the fishery the price fluctuates from 2s. to 3s. a hundred; but near the close, the foreign smacks and red herring houses being supplied, it rapidly decreases to 1s. 6d. and sometimes even to 1s. They are then cured by the white herring merchants. The process is simple; women are chiefly employed on this occasion. By girls, from nine to thirteen years of age, the herrings are carried in baskets from the boats; and on being conveyed to the herring houses are, by the more robust women, rubbed thoroughly with salt; after which they leave them to purify till next morning, when, with a layer of salt between each row of fish they are barreled.*

The trade is lucrative; but it ought to be considered, that a certain degree of risk is incurred: from a scarcity of fish, should the price exceed 2s. a hundred, almost all the expensive preparations for, and sanguine expectations from, the fishery are frustrated. Those designed for red herrings are first regularly piled up, with a layer of salt between each row, and for some days remain to purify. They are then washed; and, when the water is sufficiently drained from them, are fixed by the mouth on small rods, and hung up in extensive houses built for the purpose. The houses are very high: in length exceeding thirty yards, and in width about twenty. The length is divided into several spaces; and here the herring-rods are hung, reaching in rows from the roof of the house till within eight feet of the floor. The regularity of the ranks, and the lustre of the herrings, when newly hung up, make a very beautiful appearance. Underneath are kindled several fires of the dried roots of oak, which are kept continually smoking for four or five weeks: when the herrings, being sufficiently reddened, are barrelled, and shipped for some of the Mediterranean ports; from whence the vessels return with a cargo to Liverpool, and sometimes with a part of it for the island. The master of the vessel is generally ignorant of the port for which he is destined, till he is a few leagues from Douglas. He then opens his orders; and it not unfrequently happens, that to one port many of the Manks cargoes are consigned.

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* A barrel contains about 600, which, including every expence, does not cost the curer, when landed in the English market, more than 12s. while the lowest sum it will command there is 1l. 1s. and frequently 1l. 5s.

Besides the herring trade, the island exports some quantities of grain, cattle, butter, bacon, lead, kelp, coarse linen, and spun cotton. But notwithstanding the amount of these, and the annual influx of wealth from the fishery, the balance of trade is against the island: and should the fishery considerably decline, from the present languishing state of manufactures, and the too great neglect of agriculture, this country would be almost ruined.

Many circumstances unite to favour the establishment of manufactures, and the further increase of agriculture in the island. The land is exempt from taxation; the necessaries of life are abundant; the country would supply several manufacturing materials: while for the greater part of the produce of the land, and many of the manufactures, there would be an immediate demand at home; and for the residue an easy conveyance (from the centrical situation of the island) to various markets abroad.

Thus, the balance of trade, which is now against the country, would be in its favour; and a permanent fountain of wealth opened in its centre, which, from the influx of the fishery, would annually overflow. But this demands a spirit of enterprize and activity, hostile to the native indolence of the Manks, many of whom sacrifice every consideration to the pursuit of the fishery; and when this terminates, retire to their clay-built cottages; where, surrounded by a squalid and tattered family, they slumber out the residue of the year in sloth and misery.*

Providence has given a liberal supply of the wealth of the sea to this island, and the acquisition of this, during the season, ought to be prosecuted with avidity; but the remainder of the year should not be consumed in indolence. A society for establishing manufactures, and promoting a more general culture of the lands, would in this country be a most benevolent institution. The Manksman would then be roused from his lethargy; he and his family amply participate of the comforts of life; the blessings of society increase; and, although the fishery should decline, these new channels of wealth would remain unexhausted.

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* The fishery commences in July, and usually terminates with the autumnal equinox. Consequently nine months of the year are by many of the Manks passed in inactivity.

HISTORICAL RETROSPECT OF NAVAL TACTICS.

THE superiority of the British in naval tactics, though perhaps never displayed with so dazzling a splendour as at the battle of Trafalgar, has been proved by a long series of triumphs over our enemies. It is natural to ask, whence arises this superiority? It cannot be considered as arising simply from skill, but must rather be traced to certain natural traits in the character of an Englishman, which are the effect of his habit, climate, and constitution.—From our insular situation, we are led to avail ourselves of naval force, in some such manner as all animals are directed to make use of the weapons or talents with which nature has furnished them, whether for support or defence.

It is obvious, from the great extent of our coast, the number of our bays, and the variety of sea-carriage which our produce requires, that a great proportion of our people must be bred to a sea-faring life. From these causes, as well as from the tempestuous nature of our seas, the rapidity of our tides, and the inconstancy of our climate, it may be expected that our mariners, besides being numerous, should be intrepid, dexterous, and hardy. It is from a combination of these circumstances, that the character of a British seaman is formed. He is constitutionally intrepid, hardy from necessity, and dexterous from habit.—A prepossession in favour of our countrymen is natural and praiseworthy; but, where they have uniformly undertaken and succeeded in great and extraordinary actions, it does not require the influence of national prejudice to conclude that they are distinguished by an extraordinary character.

In taking a retrospective glance at the history of naval tactics, it may be considered as divided into four periods. The first of these includes the battles of Salamis and Actium; but, as those engagements neither influence the destinies of nations, nor supply materials for modern tactics, it would be impertinent to dwell upon them. The second period commences with the Spanish armada; comprehends the engagements between the English and the Dutch, the battles of Bantry Bay, and Beachy Head—of la Hogue in the seventeenth century, and of Malaga in 1719. Of none of these engagements, we believe, are there any particular plans or descriptions extant.—The third period begins properly with those battles of which we have accurate plans and accounts;

that of Admiral Byng, in 1756; Sir George Pocock's, in 1758; that of Admiral Matthews, in 1774; and those of the American war, from the year 1778 to 1782.—The fourth period properly begins with the victory of Rodney, when the attempt of *cutting the enemy's line* was so successfully tried. This period comprehends the battles of Howe, St. Vincent, Duncan, and Nelson; all of which were fought upon the system of Rodney, excepting that of Trafalgar.

The first period, then, of British naval superiority, was in the reign of Queen Elizabeth. We need not dwell upon the famous expeditions of Drake, Cavendish, Norris, and the Earl of Cumberland, at this epoch. Where can there be a nobler example of skill and conduct, than in the destruction of the armada? In which we may observe, that the prudence in sustaining a defence, and suffering that immense armament to waste its force in a contention with winds and waves, was no less conspicuous than the intrepidity with which the repeated attacks were made.

On the death of Elizabeth, the crown fell into unwarlike hands, and the reign of her pacific and inactive successor added neither to the glory of the British navy, nor to the renown of England.—Commerce, however, was, at this period, pursued with indefatigable enterprise, and the spirit of maritime adventure and discovery was never more active. Thus, if James benefited our navy little, he assisted our commerce much, and the foundation of a powerful fleet was laid in the accumulation of a great mercantile marine.

The Dutch war was the next occasion of a farther display of our naval character. But it must be observed, that whilst the English seamen had been so often engaged, and generally successful in smaller battles, or rather enterprises, yet, till now, they had rarely been tried in engagements in which a number of ships were assembled. Notwithstanding, in the course of three dreadful wars, in the first of which were nine regular battles, in the second five, and in the third six, making altogether twenty general engagements, they were almost uniformly conquerors against equal—and mostly against superior force.

But, what would now appear ridiculous and impracticable, many of the officers, who commanded those fleets, had never been in the service till they were passed the age of forty, and some even of fifty years. Of the latter number was Blake, who was renowned for the many obstinate actions which he had fought, particularly that of the Downs, where he had no more than fifteen ships, yet did not refuse the combat, when attacked by forty-two sail of the enemy, led on by the redoubtable Van Tromp.

In all these enterprises, whether with the Spaniards or the Dutch, whether in making the attack on castles, or ships in harbours, or in encountering ship with ship in close action and formed in line of battle, we shall find British seamen, whether equal or inferior in number, victorious or defeated, invariably fired with such enthusiastic courage, that these battles, though not always decisive, were constantly productive of important consequences, glorious in their effects to the British naval character.

Without derogating from the gallant behaviour of the Dutch, which was equally displayed in those wars, we are bound, from these proofs and examples, to conclude that British seamen are, by nature or habit, endued with a character peculiarly fitting them for maritime glory and pre-eminence; and though the spirits of the people might have been depressed by the unfortunate battles of Beachy Head and Bantry Bay, which were fought some time after; yet the natural impressions, so justly in favour of our seamen, soon recovered our confidence, which was at length fully confirmed by the battle of La Hogue, in which the superiority of English seamanship and courage was proved by the destruction of a more than equal number of our enemy.

The long intervals between those actions, and that of the war in 1743, in no degree abated the sanguine impressions respecting our seamen. Unfortunately, however, our maritime superiority became at this time questionable; and some miscarriages in the Mediterranean, and the inexpertness of our admirals, discontented the nation, and checked its confidence in our sailors. At length, some opportunities offered, in which we were successful. The capture of the May fleet, by Admiral Hawke, revived the spirits of the kingdom; and the voyage round the world, by Lord Anson, his attack of an Acapulco ship, so greatly superior, and his capture of six French ships of the line and Indiamen, yet farther heightened our expectations. But something still seemed wanting. We could not help remembering our glorious conflicts with the Dutch, and the pre-eminence which we had so decidedly and dearly purchased.—Our naval successes, at this time, were sufficient not to dispirit, but not enough to satisfy; and the British flag, unless unquestionably and conspicuously glorious, was considered to be tarnished. A nation, which had seen so much done by its ancestors, required that the existing race of British seamen should not disgrace them by any appearance of inferiority.

A full and perfect sovereignty of the ocean was now thought necessary, and England was unappeasable without it.

An unpleasant contrast, however, was soon exhibited; and, instead of gaining the sovereignty of the seas, we were more than ever in danger of losing it. What was the cause of this ill success, was not at that time evident, though experience has since justly charged it upon an error in our naval tactics.

About this time the nation felt a severe disappointment, when it was known that Admiral Byng, commanding a British fleet of superior force, in a general engagement with the French, without losing a ship, almost without the loss of a man, half of his fleet not having fired a shot, had acknowledged himself worsted, by flying to Gibraltar, abandoning Minorca, and leaving the enemy master of the sea.—It should be remarked, however, that in all the minor conflicts during the course of this war, in which examples of the most splendid and daring intrepidity were exhibited in the public service, the British navy, ship to ship, lost nothing of its ancient renown. It was in general engagements only that the hopes of the nation were disappointed.

The meeting between Hawke and Conflans could scarcely be termed a general engagement. The enemy fairly ran away, without coming to an action. The British fleet remained victorious; but its victory was in the cowardice of the French. Yet though, on all these occasions, excepting the one now mentioned, we had greatly the superiority, the decision which took place, by means of that superiority, will never destroy the force of the general observation; namely, that in the lesser conflicts, or in the opposition of ship to ship, the British flag had always triumphed; but, in great engagements, under the old system of tactics, our fleets, in the two wars preceding the American war, and even in *that* war, up to the victory of Rodney, were invariably baffled, nay, worsted, without the loss of a ship, or scarcely of a man.

In remarking these circumstances, it is evident that one of these three things must be the fact:—either, that the enemy, having acquired a superior knowledge, had adopted a new system of managing great fleets, not known, or not attended to, by us; that we had persisted in following some old method or instructions, which, from later improvements, ought to have been rejected; or, that these miscarriages, so often and so fatally repeated, must have proceeded from want of spirit in our seamen.

In examining which of these inferences is true, the following conclusions will hold, from a survey of every circumstance of our naval history, up to the period of which we are speaking:—First, that, in bringing a ship to close action, and in conduct during action, British seamen have never been excelled; secondly, that the instructions (by which is meant the method, practised at that period, of arranging great fleets, so as to bring on a general battle, or forcing the enemy to engage upon equal terms), after so many trials having been found unsuccessful, must have been wrong; and, thirdly, that the French, having uniformly followed a mode which constantly produced the intended effect, must be conceived to have adopted some new system, which either we had not discovered, or had disdained to examine.

It may now be asked, what was this artifice of the enemy, which so long checked our career of naval glory? To what innovation do we owe our present maritime intelligence? Is it, on our part, to greater courage, or to greater skill?—Unquestionably, to the latter.—It may also be asked, did the French, at this period, effect any thing decisive against us? Did they ever, in any of these rencounters, take any of our ships? Have they ever, presuming upon their superior skill, dared to make the attack? No! But, confident of their superiority in naval tactics, and relying on our want of penetration, they constantly offered us battle to leeward; trusting that the impetuosity of our national courage would hurry us on to make the customary attack, though at a disadvantage almost beyond the power of calculation. Till this artifice was discovered, and till our system of receiving, and of making an attack was changed, from the necessity of counteracting the plan of the enemy, the British navy could scarcely maintain its claim to decided superiority, or be said to have reverted to its original lustre.

The naval reader is aware, that all ships must be, as to each other, windward or leeward; and, in their tacks, either starboard or larboard. A fleet to windward has invariably borne down, in a slanting line, on another to leeward, each ship a-breast of the other, till they brought up within a proper distance for a close and general engagement from van to rear. A fleet to leeward, therefore, desirous to avoid a general engagement, has full leisure to disable a windward fleet during its approach to battle; and, when the latter shall have assumed a situation for close encounter, the former may bear away at intervals, whilst enveloped with smoke; or, by making more sail, may shoot a-head, and pour its whole fire into the opposite van, as it passes, and wear in succession to form a new line to leeward on the opposite tack.

The mystery of the French tactics was formerly no more than this;—they never made an attack, but always courted a leeward situation: they have thus invariably disabled the British fleet in coming down to action; and, upon seeing it disabled, have made sail and demolished the van in passing, keeping clear of close engagement, and never lying ship a-breast. The English, on the other hand, from an irresistible desire of attack, constantly courted the windward position; generally had their ships disabled and separated, and were seldom able to close with the enemy, or to make a capture.

Such was the system which we have alluded to, and by which the French succeeded, from the naval engagement with Admiral Byng in the Mediterranean, in 1756, to the rencounter with Admiral Graves off the Chesapeak, in 1781. In Admiral Byron's engagement off Grenada, our fleet bore down to windward, whilst the enemy, bearing away, prevented an attack upon their rear, or a close engagement in the van. Our headmost ships were disabled in making the attack, as they received the whole fire of the enemy's line, as each ship of the latter passed and wore in succession, in order to form to leeward upon the opposite tack. So closely did the French adhere to this system, that, to avoid all chance of close or general engagement, they forbore even to intercept our disabled ships which had necessarily fallen to leeward.

Such was the superiority of the enemy's tactics, that, till the year 1782, above thirty years had passed without any conspicuous naval victory; ship indeed engaging ship, the British always succeeded; but the advantage was never extended to general engagement. Rodney set the first example of attack to leeward and cutting of the line; and since that time, in all general battles, we have uniformly triumphed.

Rodney opened a new æra; and, with the exception of the battle of the Nile, where the French fleet was at anchor, the same manœuvre of attacking to leeward, and cutting the line, has invariably succeeded. In Lord Howe's victory, the signal was given (the first we believe that ever was given, for Rodney's is thought to have been rather accident than design) for the British fleet to leeward to tack successively and cut the line; the two fleets were instantly intermixed, the battle was that of ship to ship, and the event proved the skill of the attack. Indeed, so sensible were the French of the cause of our victory, that the Convention passed a decree of death against the captain who should ever suffer the line to be cut.

Lord St. Vincent, indeed, from having greater advantages in varying his plan of attack, disregarded the general system. When that illustrious man perceived the Spanish fleet to windward, consisting of twenty-seven sail of the line, he instantly cut off a division of it, though he could not bring on a general engagement, as the enemy, in great trepidation, chose rather to fly, than to succour any part of their squadron. But Lord Duncan, in the victory off Camperdown, cut the Dutch line immediately in the centre.

The battles of Howe, of St. Vincent, of Duncan, and of Nelson, as before observed, may all be considered as having been fought upon the system of Rodney; excepting that of Trafalgar, in which, though the great object was to cut the line as expeditiously as possible, an improvement of so much wisdom and importance was suggested by the illustrious hero who obtained the victory, that we almost hesitate whether we should not consider it as the foundation of a new æra in naval tactics.

Our admirals, under the present system, can almost uniformly bring on a close engagenent; and, when the line is once broken, victory may be regarded as decisive. With the power of compelling ship to engage with ship, the trial is rather of courage, and of nautical and mechanical skill, than of what may be strictly termed naval science; and a superiority in this respect, from insular education, from the boisterous seas which surround our coast, and from the perpetual necessity of learning navigation in a great part of our people, in order to procure subsistence, must always be peculiar to the British nation.

Upon the change in our naval system, it is unnecessary to dwell with any length of praise. Its superiority is witnessed in its effects; and we may rest satisfied, that no farther improvement of the enemy, unless they should be able to destroy the spirit of Great Britain, and annihilate our race of seamen, will ever again put our maritime superiority to hazard.

PHILOSOPHICAL PAPERS.

MEANS OF PRESERVING WATER SWEET, AS RECOMMENDED BY DR. BLANE.

THE purest water is apt to spoil by producing a putrid glare upon the inner surface of the cask which contains it. There is a great difference in this respect between a new cask, especially if made of moist wood, and that cask which has been hardened and seasoned by age and use. Several contrivances have been proposed for preparing the vessels that hold the water; but none have been found by experience so effectual as letting them stand for some time full of sea water; and it is a great advantage of this method, that it is so easily practicable.

It is in few places we meet with water such as that of Bristol, which, in clean vessels, may be kept for any length of time. We may consider all water kept in wooden vessels as more or less liable to putrefaction; but there is a substance, which is neither rare nor costly, that effectually preserves it sweet. This is *quick lime*, with which every ship should be provided, in order to put a pint of it into each butt when it is filled. It is probably owing to the small impregnation of quick lime found in Bristol water that it is so incorruptible. It has the advantage of not being injurious to health; but, on the contrary, is rather friendly to the bowels, tending to prevent and check fluxes.

In the year 1779 several ships of the line arrived in the West Indies from England, and they were all afflicted with the flux, except the Stirling Castle, which was the only ship in which quick lime was put into the water; nor does it spoil the water for any culinary purpose. Its action in preventing putrefaction consists, in part at least, in destroying vegetable and animal life. An addition of putrescent matter is produced in water by the generation of small insects; and the glare that collects on the sides of casks, and also what collects on the surface of the water, is a species of vegetation, of the order called by naturalists *algæ*. Quick lime is a poison to this species of vegetable life, as well as to insects: but upon whatever principle it depends, the property of it in preserving water sweet is so well ascertained, that it is inexcusable ever to neglect the use of it.

Quick lime is equally efficacious for this purpose, whether slacked or unslacked; and though the latter form is more convenient for stowage, by having less weight and bulk, yet the other is to be preferred for the sake of safety; for if water should by chance reach the unslacked lime, a great degree of heat is thereby produced, which has been known to give occasion to the most formidable accidents.

When the water of wells or brooks is found loaded with mud, the following expeditious method of filtration, described by Dr. Lind, has been practised with success:—Let a quantity of clean sand, or gravel, be put into a barrel placed on one end, without the head, so as to fill one half or more of it, and let another barrel, with both ends knocked out, of a much smaller size (or let it be an open cylinder of any kind), be placed erect in the middle of it, and almost filled with sand or gravel. If the impure water be poured into the small barrel or cylinder, it will rise up through the sand of both barrels, and appear pure above the sand of the large one in the interval between it and the small one.

The following contrivance will be found to afford a sufficient supply of sweet water to particular messes, and may be considered as an artificial and more expeditious sort of dripping stone:—Let the narrow mouth of a large funnel be filled with a bit of sponge, over which let there be a layer of clean gravel or sand, covered with a piece of flannel, and over the whole another layer of sand.

Muddy or offensive water being poured upon this, runs or drops out clear; and care must be taken to change the sand, sponge, &c. frequently, as they will become loaded with the impurities of the water.

* * *

ON SOUND.—FROM GREGORY.

Some curious experiments have been made, relative to the propagation of sound, by Messrs. de Thury, Maraldi, and de la Caille, upon a line, fourteen thousand six hundred and thirty-six fathoms in length, having the tower of Mount Lhéri at one end, and the pyramid of Montmartre at the other extremity of that distance: their observatory was placed between those two objects. The result of their observations were these:—1st, That sound moves one hundred and seventy-three fathoms (French) in a second, when the air is calm; 2d, That sound moves with the same degree of swiftness, whether it be strong or weak; for these gentlemen observed, that the discharge of a box of half a pound of gunpowder, exploded at Montmartre, was heard at Mount

Lhéri in the same space of time as the report of a great gun charged with nearly six pounds of powder.—3dly, That the motion of sound is uniform; that its velocity neither accelerates nor diminishes through the whole course of its progress.—4th, That the velocity of sound is the same, whether a cannon is placed towards the person who hears its report, or turned a contrary way; in other words, a great gun fired from the Tower of London eastward, would be heard at Westminster in the same interval of time, as if it was discharged towards the latter place. And if the gun was discharged in a direction perpendicular to the horizon, it would be heard as soon as if discharged in a right line towards the hearer. By other experiments, however, the progress of sound appears to be impeded by a strong wind, so that it travels at the rate of about one mile slower in a minute, against a strong wind, than with it.

A knowledge of the progression of sound is not an article of mere sterile curiosity, but in several instances useful; for by this we are enabled to determine the distance of ships or other moving bodies. Suppose, for example, a vessel fires a gun, the sound of which is heard five seconds after the flash is seen; as sound moves 1,142 English feet in one second, this number multiplied by 5 gives the distance of 5,710 feet. The same principle is applicable in storms of lightning and thunder.

NAVAL LITERATURE.

Accounts and Papers, presented to the House of Commons, pursuant to their Orders of the 3d and 11*th July*, 1805, *relating to Ships of War, &c. Ordered to be printed 22d January*, 1806.

THIS assemblage of papers is divided into three parts.

No. 1, of the first part, consists of copies of directions from the Admiralty to the Navy Board, for the repair of his Majesty's ships, between the 1st of October, 1801, and March, 1803.

No. 2. Copies of directions from the Admiralty to the Navy Board, on the subject of working the shipwrights; between the 1st of October, 1801, and April, 1803. By an order of the 3d of November, 1802, the following numbers of apprentices were directed to be taken, in the respective yards:—Portsmouth, 20; Plymouth, 20; Chatham, 15; Woolwich, 10; Deptford, 10; Sheerness, 10. By an order of the 17th of March, 1803, the age, for the admission of shipwrights into the king's yards, was extended from 28 to 35 years, till the following deficiencies of number should be filled up :—Deptford, 79; Woolwich, 71; Chatham, 177; Portsmouth, 78. A similar extension to other artificers and workmen was granted on the 23d following.

No. 3. Copies of directions from the Admiralty to the Navy Board, between the 1st of March, 1783, and the 31st of December, 1786, on the subject of working the shipwrights.

No. 4. Copies of directions from the Admiralty to the Navy Board, between the 1st of October, 1801, and the 1st of March, 1803, on the subject of laying up ships in ordinary, stowing their holds, and receiving the rigging, guns, and stores on board, as the ships were respectively repaired, or reported fit for service: also, correspondence with the Ordnance, and directions from the Admiralty, on the same subject, in 1783 and 1784.

No. 5. Copies of directions from the Admiralty, between the 1st of October, 1801, and March, 1803, for procuring timber from New South Wales and Trinidad, as well as for building ships of war in India.

No. 6. Copies of letters and orders from the Admiralty to the Navy Board, between the 14th of February, 1801, and the 15th of May, 1804, for the erection of works and machinery to manufacture copper and blocks in the dock-yards.

No. 7. Copies of correspondence between the Admiralty and Navy Board, from the same dates as the preceding, on the quality, manufacture, and best mode of procuring good canvass for the navy. It appears that, in 1803, a Mr. Turner, a principal canvass manufacturer, in London, was appointed inspector of canvass, with a salary of 500l. a year during war, and 250l. a year in peace.

No. 8. Copies of letters from the master shipwrights and timber masters of the several dock-yards, in May, 1804, to the secretary of the Admiralty, on the mode of receiving timber from the contractors.

No. 9. Copies of statements made by the inspector of naval works, respecting the erection of works, &c. for the manufacture of copper and blocks, from the 11th of June, 1801, to the 3d of May, 1804.

Nos. 10 and 11 are unimportant.

No. 1, of the second part, is a statement, shewing the extra time worked by the shipwrights in the king's yards, from the 1st of March, 1783, to the 31st of December, 1786; with several other particulars.

No. 2 is a similar statement, from the 1st of October, 1801, to the 28th of February, 1803.

No. 3. Copies of letters and representations from the officers of Deptford yard to the Navy Board, in June, 1805, on the subject of defective timber cut up in that yard, and of the advances given to the timber merchants on their contracts for timber.

Nos. 4 and 5 also relate to timber, in Deptford and Plymouth yards.

From No. 6, it appears that a part of a transom, and a lower piece of stem, were all that had shifted in his Majesty's ship Ocean, from the time of her being laid down, in 1790, to the 3d of July, 1805.

No. 7 shews the tonnage and force of his Majesty's ships Vestal, Narcissus, Circe, and Pallas, built in Plymouth yard, with the cost of workmanship, &c.

No. 8. Accounts of the prices allowed (in July, 1805) to the several contractors in the Thames, for making masts and yards, with the price for which each article can be made by the artificers in Deptford yard.

By No. 9, it appears that the following number of shipwrights were discharged from the king's yards in May, 1801, for riots and combinations:—Deptford, 21; Woolwich, 19; Chatham, 34; Sheerness, 15; Portsmouth, 13; Plymouth, 26.

No. 10 relates to the quartermen, shipwrights, &c. discharged from the different yards at the visitation in 1802; shewing their several hurts, ages, pensions, &c. Quartermen have an annual pension of 24l. shipwrights, caulkers, &c. 20l. house-carpenters, sail-makers, &c. 15l. riggers, labourers, &c. 10l.

No. 11 relates to the price of canvass, from 1792 to 1805.

No. 12. Copies of statements, by the officers of each of the king's yards, of the results of observations on the copper on the bottoms of such ships as had been taken into dock since the 1st of January, 1801.

No. 13 relates to stores shipped from Deptford and Woolwich yards, from the 1st of April to the 30th of September, 1804, for the supply of the out-ports and foreign yards.

No. 14. Correspondence on the same subject.

No. 15. Quarterly returns from all the yards, relating to timber and stores.

No. 16. Do. from Plymouth yard.

From No. 1, of the third part, the following appear to be the numbers of shipwrights and apprentices, at the respective yards, on the 14th of May, 1804:—Deptford: shipwrights, 326; apprentices, 76. Woolwich: shipwrights, 266; apprentices, 83. Chatham: shipwrights, 411; apprentices, 123. Sheerness: shipwrights, 137; apprentices, 48. Portsmouth: shipwrights, 691; apprentices, 186. Plymouth: shipwrights, 750; apprentices, 176.

No. 2 shews the names, &c. of all shipwrights who discharged themselves from Deptford and Woolwich yards between the 1st of June, 1804, and the 31st of May, 1805.

No. 3 exhibits a statement of the number of men employed in building the Plantagenet, Ethalion, and Ocean; and in repairing or fitting the Courageux, Wilhelmina, Chichester, Squirrel, Racoon, and Amaranthe.

Further Accounts and Papers, presented to the House of Commons, relating to Ships of War, &c. Ordered to be printed 17th and 21st April, 1806.

No. 1 is a statement, shewing the defective or improper workmanship and materials, discovered in the Ajax, Achille, &c.

No. 2 is a statement of the particulars for building a ship of 74 guns and 1730 tons in Deptford yard, in January 1800, and 1805, with the price per ton. At the former period, the price per ton was, 22l. 19s. 3d. at the latter, 27l. 4s. 1d. Consequently, the total expence, at the former period, was 39,726l. 2s. at the latter, 47,065l. 18s. 5d.

No. 3 is a list of all the ships of the line, ordered to be built by contract from 1783 to May, 1805; specifying the price per ton, after all abatements, and the sums since expended on them for repairs.

No. 4 is a copy of the schedule of prices, delivered by the merchant builders, for ships of the line, in January and February, 1805; contrasted with the price, in detail, which they would cost in Deptford yard. The merchants' price, per ton, is 36l. 11s. 3d. the cost in Deptford yard, 25l. 8s. 3¾d. consequently, what would amount to 62,430l. 1s. 8d. by the former, would be only 43,359l. 13s. 9d. by the latter.

No. 5 is an account of the line-of-battle ships and frigates in ordinary on the 1st of October, 1801, *Further Accounts and Papers, presented to the House of Commons, relating to ships of War, &c. Ordered to be printed 21st April,* 1806.

No. 1 relates to the tonnage, first cost, repairs, &c. of certain ships repaired in the merchants' yards, from 1804 to 1806.

By No. 2, it appears that the total sum paid for copper sheets, from 1792 to 1804, both inclusive, was 1,070,101l. 8s. 8d. exclusive of 154,870l. 16s. 10d. paid for copper sheathing nails, in the same period.

No. 3 consists of correspondence, relating to copper furnished by the Mines Royal Company, &c.

No. 4, relates to the line-of-battle ships which were taken to pieces between the 14th of February, 1801, and the 14th of February, 1804.

No. 5 relates to the sale of hemp and decayed spars, in 1802.

By No. 6, it appears that the following number of apprentices were entered at the respective yards, between the 1st of January, 1802, and the 14th of May, 1804:—Deptford, 46; Woolwich, 36; Chatham, 79; Sheerness, 24; Portsmouth, 126; Plymouth, 79.

No. 7 contains various proposed regulations respecting shipwrights' apprentices.

No. 8 is an account of the sums granted by parliament to the Navy Board, between the 1st of January, 1792, and the 31st of December, 1805, for the hulls, masts, &c. of certain ships.

No. 9 relates to the number of workmen, proposed, in 1802, to be employed, at the different yards, on the peace establishment.

Nos. 10 and 11 contain instructions relating to the building of certain ships at Bombay and Bermuda.

No. 12, the last of the series, is a copy of an order from the Admiralty, dated February 24, 1803, for the erection of machinery, for the manufacture of rope, in Woolwich yard.

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more. FALCONER.

THE CURIEUX.

A TRIBUTE TO VALOUR.—BY JOHN MAYNE.

WHAT mean the colours half-mast high,
In yonder ship upon the main?
Ah me! a seaman made reply,
Some hero of renown is slain!

Yon brig is call'd the CURIEUX,
To Britain's foes a deadly name;
Her captain, SHERRIFF, and his crew
No strangers in the lists of fame.

But, in a daring enterprize,
Tho' glory has the conflict crown'd,
A wreck his gallant vessel lies,
While carnage reddens all around.

Behold, approaching to the shore,
The tars, lamenting, bow their head!
Poor SHERRIFF wounded to the core,
And, for his king and country, dead!

Ye brave companions of his life,
Ye heroes of the CURIEUX,
Who join'd him in th' unequal strife,
Who saw him bid the world adieu—

To honour's bed his corse convey,
For glory was his leading star;
Mild as the gentlest breeze of May,
But like a lion in the war.

And keep your colours half-mast high,
A mournful signal o'er the main!
Seen only when th' illustrious die,
Or are in glorious battle slain.

* * *

EXTRACT FROM A MONODY WRITTEN AT MATLOCK, BY THE REV. W. L. BOWLES.

WHEN first young Hope, a golden-tressed boy,
Most musical his early madrigal
Sings to the whispering waters as they fall;
Breathing fresh airs of fragrance and of joy,
The wild woods gently wave—the morning sheds
Her rising radiance on the mountain-heads—
Strew'd with green isles appears old ocean's reign;
And seen at distance rays of resting light
Silver the farthest promontory's height:
Then hush'd is the long murmur of the main,

Whilst silent o'er the slowly-crisping tides,
Bound to some beaming spot, the bark of pleasure glides.
Alas! the scenes that smile, in light array'd,
But catch the sense, and then in darkness fade.

We, poor adventurers, of peace bereft,
Look back on the green hills which late we left;
Or turn, with beating breast and anxious eye,
To some faint hope that glimm'ring meets our sight,
(Like the lone watch-tow'r in the storm of night)
Then on the dismal waste are driv'n despairing by!

........Bright bursts the sun upon the shaggy scene;
The aged rocks their glittering summits grey
Hang beautiful amid the beams of day,
And all the woods, with slowly-fading green,
Yet smiling wave: severer thoughts, away!
The night is distant, and the lovely day
Looks on us yet.

* * *

EXTRACT FROM VERSES ADDRESSED TO THE RIGHT HON. EDMUND BURKE, BY THE SAME.

WITH joy we turn to ALBION's happier plain,
Where ancient freedom holds her temperate reign;
Where Justice sits majestic on her throne;
Where Mercy turns her ear to every groan.
O ALBION! fairest isle, whose verdant plain
Springs beauteous from the blue and billowy main;
In peaceful pomp, whose glitt'ring cities rise,
And lift their crowded temples to the skies;
Whose navy on the broad brine awful rolls;
Whose commerce glows beneath the distant poles.
Sweet native land! whose every haunt is dear,
Whose ev'ry gale is music to mine ear:
Amidst whose hills one poor retreat I sought,
Where I might sometimes hide a sadd'ning thought;
And having wander'd far, and mark'd mankind
In their vain mask, might rest and safety find;
Oh! still may freedom with majestic mien,
Pacing thy rocks and the green vales, be seen!

Around thy cliffs, that glitter o'er the main,
May smiling order wind her silver chain;
Whilst from thy calm abodes, and azure skies,
Far off the fiend of discord murmuring flies!

* * *

THE LAY OF THE LAST MINSTREL.

CANTO SIXTH.

I.

BREATHES there a man with soul so dead,
Who never to himself hath said,
This is my own, my native land!
Whose heart hath ne'er within him burn'd,
As home his footsteps he hath turn'd,
From wandering on a foreign strand?
If such there breathe, go mark him well;
For him no minstrel raptures swell;
High though his titles, proud his name,
Boundless his wealth as wish can claim;
Despite those titles, power, and pelf,
The wretch, concentred all in self,
Living, shall forget fair renown,
And double dying, shall go down
To the vile dust, from whence he sprung,
Unwept, unhonour'd, and unsung!

II.

O Caledonia! stern and wild,
Meet nurse for a poetic child!
Land of brown heath and shaggy wood,
Land of the mountain and the flood,
Land of my sires! what mortal hand
Can e'er untie the filial band,
That knits me to thy rugged strand!
Still as I view each well-known scene,
Think what is now, and what hath been,
Seems as, to me, of all bereft,
Sole friends thy woods and streams were left;
And thus I love them better still,
E'en in extremity of ill.
By Yarrow's stream still let me stray,
Though none should guide my feeble way;

Still feel the breeze down Ettricke break,
Although it chill my wither'd cheek;
Still lay my head on Teviot stone,
Though there, forgotten and alone,
The bard may draw his parting groan.

* * *

THE SEA-BOY.

HIGH on the giddy bending mast,
While tempests roar around,
Poor Jack, regardless of the blast,
Lies wrapt in sleep profound.

In vain the rolling thunder peals,
And vivid lightnings glare;
Not all the storm the Sea-boy feels,
Not all its horrors scare.

With daily dang'rous toil o'ercome,
A ropy coil his pillow;
The wind-rock'd Sea-boy dreams of home,
Nor hears the rising billow.

Unshielded from the midnight air,
He dreams of absent friends;
To heaven for them full many a pray'r,
Full many a blessing sends.

In sleep some dear-lov'd father greets,
Or tender mother clasps;
For them, alas! some cable meets,
Or rocky main-mast grasps.

The storm subsides, the morning breaks,
While Jack his dream enjoys;
The hallooing boatswain's call awakes:
The sweet illusion flies.

Rous'd quickly from his ropy bed,
The dreaming scene is gone;
His father, mother, home, are fled,
Poor Jack laments alone.

Again his daily toil employs,
He whistling turns the sail;
Again, at night, his dream enjoys,
Rock'd nightly by the gale.

DESCRIPTION OF A MORNING AT SEA.

(From Drummond's "Battle of Trafalgar," an heroic Poem.

FAIR from her ruby throne, with roseate smiles,
The morn in glory cloth'd the sparkling isles;
Light o'er the billows' glassy concaves roll'd
The playful radiance of her fluid gold;
The silvery surges drank the purple day,
And rainbow colours ting'd the dashing spray;
The milk-white foam along the pebbly strand
Danc'd on the surf, or fring'd the rustling sand;
While round and round the sportive sea-fowl flew,
Or dipp'd their plumage in the briny dew:
The silken pendants from the tow'ring mast,
Stream'd o'er the wave, and wanton'd in the blast;
The furrowing keels the sounding ocean plough'd,
With sailors' cries the cliffs re-echoed loud.

NAVAL HISTORY OF THE PRESENT YEAR, 1808,

(February—March.)

RETROSPECTIVE AND MISCELLANEOUS.

MUCH conjecture has been afloat respecting the force, object, and situation of the enemy's squadrons which are understood to have escaped from Rochefort and Toulon. The general belief is, that they mean to attempt a descent upon Sicily; and a report is now in circulation, that a naval victory has been obtained by the English in the Mediterranean. This victory, if the report be correct, must, in all probability, have been achieved by Sir Richard Strachan's squadron, which is known to have proceeded to that quarter in pursuit of the enemy.

The Carthagena squadron is also understood to have put to sea, and to have stood up the Mediterranean; but, in consequence of a strong Levanter, it was compelled to take shelter in Minorca, where it was left by the Hydra, about the 15th of February. The report, therefore, of the French and Spanish squadrons having effected a junction, previously to that period, is erroneous.

Sir Sidney Smith was at Gibraltar on the 1st of March; whence, after victualling and watering, he intended to proceed to the Brazils.—The late gales had done much mischief to the shipping in the bays of Gibraltar and Algeziras.

Our fleet from the Mediterranean, under convoy of the Sirius, were chased by two French men of war, off Scilly, on the 17th of March, and one of them is thought to have been captured: the remainder have arrived at Plymouth.

Another secret expedition, of great magnitude and importance, is on foot; but not the least hint has been given of its object or destination.

Upon the whole, the communication with the continent is more open than it had for some time been. From the severity of the winter, on the coasts of Norway and Sweden, many of our ships have been incapable of acting: but the ice has begun to give way, and it is hoped that we shall be able to intercept the Danish flotilla, in its intended effort for the invasion of Sweden.

The King of Denmark died on the 13th of March; and the Crown Prince was proclaimed king on the 16th; but no acclamations of joy took place on the occasion; nor is it likely that this change will produce the slightest alteration in the political relations of Europe, the late king having been virtually dead many years.

Evidently under the influence aud controul of France, Russia has published an insidious manifesto against Sweden, and an equally insidious proclamation, addressed to the inhabitants of Finland, calculated to divert their allegiance from their lawful sovereign. To these instruments, the Swedish monarch has published a most spirited and able reply; but it is feared that this noble-minded prince, even with the aid of England, will not be able to resist the combined force of France, Russia, and Denmark.—An action has been fought in Finland; in which, according to the Swedish account, the Russians lost 5,000 men, and their opponents but 1,700. It is however added, that the latter retreated after the battle.

Admiral Berkeley, in the Triumph, accompanied by the Leopard, has arrived from Halifax.

The government of America is believed to have greatly lowered its tone. Mr. Rose has been favourably received; and it is understood, that the affair of the Chesapeake, to which alone his mission related, has been amicably adjusted.

With respect to the other points in dispute, it is said that some proposals are to be brought over to this country by Mr. Nourse; and Congress was expected to adjourn about the middle of March, to May, by which time the answer to Mr. Nourse's proposals might be returned to America.

The embargo, which the American government laid upon their own shipping, has produced very distressing effects to commerce, throughout every part of the United States. The Non-Importation Act, a measure so obnoxious to this country, has, by an *explanatory* bill, been, in effect, repealed. The explanatory bill permits the importation of all articles in vessels of the United States, which left that country prior to the 14th of December last. The embargo was laid the 22d of that month, and consequently no vessels are now liable to the provisions of the non-importation law, except those which left the country between the 14th and 23d December.

A letter from Washington of the 4th of February, says—"I have not, from my political standing, access to the official fountains—it is not mine *accedere ad fontes*—but information from those sources has descended to me through such channels, that I can venture to assure you, *almost beyond a doubt*, that our differences with Great Britain will be speedily and satisfactorily accommodated. Apprehensions of French influence upon our councils have been entertained, even by many of the republican party—*but that danger is nearly over.* We shall have peace with Britain. War with France will follow; and America and Britain will be the only obstacles to the gigantic project of Napoleon and Alexander, to divide the world between them. Gloomy will be the prospect, horrible will be the contest! Heaven alone can save us; and let us confidently hope that Heaven will yet smile on the cause of freedom."

By some recent despatches from Lord Collingwood, we learn, that the English brig, which was mentioned in the Dutch papers to have been taken off Messina, was the Delight, commanded by Captain Hanfield, which unfortunately got aground in attempting to defend five Sicilian gun-boats, which were on the point of falling into the hands of the enemy. When aground, she was fired upon from the shore, and most of her crew being killed, she was taken possession of by the French. Captain Secombe, of the Glatton, who had rowed in his barge to give assistance to the Delight, was wounded and taken prisoner, but afterwards liberated on his parole, and sent to Messina, where, we are concerned to add, he died of his wounds. Captain Dunn, of the Bittern, observing the Delight crowded with Frenchmen, worked up towards her, and having driven out the enemy, set her on fire, and destroyed her. Lord Collingwood was at Syracuse on the 9th of February.

A new telegraph is erected on the west square of the inner quadrangle at Chelsea College, to correspond with Yarmouth, in Norfolk: the one it immediately corresponds with is on Highgate hill; it is of very large dimensions, more than they usually are.

Several English subjects have effected their escape from Flushing, and are arrived at Deal and Dover. They were only detained, and not actually imprisoned at that place. The craft laid up by the enemy, at Flushing, amount to about sixty vessels.

DROITS OF ADMIRALTY.

It is said, that the whole of the money paid into the Registry of the high court of Admiralty, from the year 1794, to March, 1808, amounts to

	£	s.	d.
As droits of the Admiralty	474,325	11	10
As droits to the crown	1,588,484	10	2
A mixed account of both, out of which nothing has been paid to captors	1,051,094	19	2
Making the sum total of all the money paid amount to	3,113,905	1	2
Sum total of all the money drawn by the royal warrant, or otherwise	2,539,837	19	7½
And the balance now remaining is, as above stated, something more than half a million, *viz.*	574,067	1	6½

The Danish prizes are not included in this return.

Imperial Parliament.

HOUSE OF LORDS.

THURSDAY, FEBRUARY 25.

ON the second reading of the Brazil Trade Bill, Lord Bathurst observed, that the imports from the Brazils must enter most materially into comparison with those from our own colonies. The Brazils furnished for exportation yearly about 73,000 hogsheads of sugar, and 340,000,000 lbs. of cotton. The produce of all our colonies was, of the former article, 280,000 hogsheads; of the latter, 46,000,000 lbs. It, therefore, was policy extremely questionable to give encouragement to the importation of foreign colonial produce to such an extent, at a period when we had a dead surplus of 80,000 hogsheads of sugar, and immense quantities of other commodities lying in the West India Dock warehouses. He did not think the evil would be removed by the permission to distil from sugar; for, if the distilleries were confined to that article alone, the demand would not exceed 12,000 hogsheads.

Lord *Grenville* concurred in the remarks of Lord *B.* on the impolicy of permanently encouraging the cultivation of the Brazils in such a way as to affect the interests of the West India planters; but more particularly applied himself to shew that the inevitable tendency of such a system would be, not only to frustrate the Act for the Abolition of the Slave Trade, such as it was at the period of passing the act, but to revive and extend it in a tenfold degree.

Earl *Carlisle*, alluding to the order in council of the 25th of November, contended that what related in it to the trade to and from the Isle of Man was a breach of the law, and moved a resolution to that effect, which was negatived.

FRIDAY, FEBRUARY 26.

The American Intercourse Bill was read a third time and passed.

MONDAY, FEBRUARY 29.

Lord *St. John* moved five resolutions against the Orders in Council, which were negatived by 203 against 71,

THURSDAY, MARCH 3.

Lord Darnley, contending that the attack on Copenhagen, and the seizure of the Danish fleet was a flagrant act of injustice and immorality, an open violation of the law of nations, and a dereliction of the principles upon which Great Britain had hitherto acted, moved an address to his Majesty, setting forth the injurious tendency of that measure; to prove the necessity of which, the documents laid on the table were wholly incompetent and unsatisfactory.

Lord *Elliott* opposed the address, and read a resolution of approbation, which it was his intention to move, if the address moved by the noble Earl should be negatived.

Lord *Holland* supported the motion, and Lord *Borringdon* opposed it;

after which the question was put, and the house divided on Lord *Darnley's* motion, contents 51, non-contents, 110.

A short debate then took place on Lord *Elliott's* resolution, upon which the house again divided, contents 125, non-contents 57.

MONDAY, MARCH 7.

Lord *Sidmouth*, alluding to the various captures that had been made on the Danish commerce, previous to any declaration of war, of ships already in our ports, as well as of ships brought in pursuant to the Orders in Council, wished to be informed how the proceeds arising from these captures, which he understood amounted to two millions, were to be applied. He was further anxious to be informed, whether it was intended to treat the crews of those ships as prisoners of war.

Lord *Hawkesbury* observed, that the cargoes and owners of the Danish ships were to be treated in the same manner as those of other nations placed in similar circumstances. With respect to the crews, he was ready to say that they were considered as prisoners of war. A cartel had indeed been proposed by government, which, however, had not been acceded to.

TUESDAY, MARCH 8.

Lord *Erskine* moved a string of resolutions, expressive of his opinion against the Orders in Council, which were negatived by a majority in favour of the previous question, of 127 against 61.

THURSDAY, MARCH 10.

Lord *Hawkesbury* laid the treaty with Sweden before the House.

FRIDAY, MARCH 11.

The Treasurer of the Navy Regulation Bill was passed.

MONDAY, MARCH 14.

Lord *Hawkesbury*, in moving the consideration of his Majesty's message relative to the treaty with Sweden, his Swedish Majesty was not acting under any suggestion from the British government. On the contrary, the latter had expressly communicated to him, that it would feel no dissatisfaction at his concluding a separate peace with the enemy, provided that it should be on terms not injurious to the just rights of this country. The subsidy was so regulated in its payments, that at no time could there be any considerable advance beyond what the existing occasion might seem to require.

An address, thanking his Majesty for communicating the treaty with Sweden, and assuring him of their lordships' readiness to concur in giving it complete effect, was agreed to.

WEDNESDAY, MARCH 16.

A long argument took place, on the motion of Lord Grenville, for rejecting the Orders in Council Bill. His lordship contended, that it was a violation of the Standing Order of 1702.

Lords Harrowby, Melville, and the Lord Chancellor contended that the bill was not an infringement of the intent of the Standing Order.

Lords Lauderdale and Grey maintained the contrary opinion.

On a division, the motion for rejecting the bill was negatived by a majority of 129 to 59.

THURSDAY, MARCH 17.

Several petitions were brought up, against the Orders in Council; and, after they had been ordered to be laid upon the table, Lord Erskine, in order to institute a proceeding, upon which the petitioners might be regularly heard, moved that the house should on Wednesday next go into a committee to consider of the said orders. This motion, after a short conversation, was negatived.

FRIDAY, MARCH 18.

Lord *Sidmouth* moved for certain papers, respecting the Orders in Council, relating to the seizure and detention of the ships, and other property, belonging to the subjects of Denmark, previous to the commencement of hostilities. Understanding that a great number of ships and vessels of this description had been seized, detained, and many of them confiscated, long before there was a prospect of hostilities between the two powers, his object in moving for these papers first was, that the House might be in possession of that information which was most important upon this subject; and, secondly, with a view hereafter to make a special proposition, for the consideration of their lordships. The information he had received, he had reason to believe, was perfectly correct; and it would astonish their lordships to know to what an extent this proceeding had been carried. The motions, after some observations from Lord *Hawkesbury*, were carried.

HOUSE OF COMMONS.

MONDAY, FEBRUARY 22.

Colonel *Stanley* presented a petition from a number of inhabitants, manufacturers, of Great and Little Bolton, in Lancashire, praying the House to advise his Majesty to use every means and opportunity for restoring the blessings of peace.

Mr. *Canning* said, he had no objection to the petition, and ministers would certainly keep such applications in their mind. He had every feeling of commiseration for the privations under which the petitioners laboured. Still he must contend, that those who were entrusted with the executive government were invested with the responsibility of commencing a negociation or not; and it was a point of some consideration, whether, if a negociation was to begin, it would terminate in a treaty of peace. The petition was ordered to lie on the table.

In a committee of Ways and Means, a resolution was agreed to, prohibiting the exportation of cotton wool and jesuit's bark. The report was received; and a bill was ordered to be brought in accordingly.

WEDNESDAY, FEBRUARY 24.

On the motion of the *Chancellor of the Exchequer*, a select committee was appointed, to consider what relief could be afforded to the West India planters and merchants.

Mr. *Tierney* moved for a committee to consider farther on trade and navigation, and to throw information on the subject of the late Orders in Council.

The *Chancellor of the Exchequer* observed, that the petition of 30,000 persons for peace had been signed before the Orders in Council were issued; and these Orders were calculated to remedy, and not to aggravate, the hardships complained of in that petition. The enemy had already gone as far as he could in inflicting privations on us, and it only remained for us to try the effect of inflicting similar privations on him, and, by counteracting him, to compel him to abandon his system of iniquitous restrictions.

Mr. *Tierney*'s motion was lost by a majority of 118 against 53.

In a committee on the American Treaty Bill, Mr. *Whitbread* made a severe attack upon ministers for their intention to prevent the exportation of jesuit's bark to France; he considered this as making war upon the sick. If, he observed, it once became the policy of this country to starve the continent, the evil might be visited on ourselves. The ports of the Baltic were shut; and we were provoking a war with America, while we might be in want of corn. If we pressed this, they might say that we might starve, and reap in that fatal vengeance the fruits of our own detestable policy.

The *Chancellor of the Exchequer* said, that the present bill only imposed a duty on bark. The prohibition was to be the subject of a separate bill. But as Mr. W. had said, that no inconvenience would be felt from this on the continent, there appeared in his own view no good reason for his motion.

After much conversation, the house divided upon the amendment proposed by Mr. Whitbread, that the words "Jesuit's Bark" should be omitted. —For the original motion, 167; against it, 76.

Another division took place upon an amendment, that the words "cotton wool" should be omitted, which was proposed by Mr. Tierney.—For the original clause, 165; against it, 78.

Sir *T. Turton* urged the propriety of excepting the coffee of St. Domingo from the operations of a clause relative to a duty upon that article, on this ground, that several merchants had speculated to a considerable extent in this article, under an impression that it would not become subject to the provisions of the Orders in Council. With a view, therefore, to protect such men from ruin, he moved an amendment, in substance as follows:

"That no goods, &c. the growth or produce of St. Domingo, which may come into this country under any licenses granted previous to the passing of this act, should be subject to the duties prescribed in tables A and B."—After a few words from the *Chancellor of the Exchequer*, and Mr. *Dent*, against the proposition, the amendment was lost without a division.

THURSDAY, FEBRUARY 25.

Mr. *Sheridan* moved for copies of the whole correspondence between ministers and Denmark, after the surrender of Copenhagen, relative to bestowing Norway upon Sweden; and of all correspondence with the court of Stockholm, in regard to that project.

FRIDAY, FEBRUARY 26.

Mr. *Rose* obtained leave to bring in a bill for the better regulation of pilots and pilotage. His object was not only the security of the property on board vessels navigating the British seas, but also the preservation of the health and lives of persons employed on board them.

MONDAY, FEBRUARY 29.

Mr. *Whitbread* moved three resolutions, the substance of which was—"That his Majesty's ministers had neglected [illegible] two several opportunities for restoring the blessings of peace, by rejecting the proffered mediation of Russia and Austria; and that the House felt it incumbent on them to declare, that the earliest opportunity of future negotiation ought to be embraced." After a very long debate, the resolutions were all negatived by majorities of 140, 114, and 130.

THURSDAY, MARCH 3.

Mr. *Calcraft*, pursuant to notice, rose to make a motion on the situation of the squadron under the command of Rear-Admiral Sir Richard Strachan, when the enemy escaped from Rochefort. It was reported, he said, that that gallant officer, Rear-Admiral Sir R. Strachan, had been obliged to leave his important station in Basque Roads, where he blockaded the enemy's squadron in Rochefort, for want of stores. If it should appear that no stores were sent to the squadron, the House would see that the public service had been retarded by neglect. When the gallant admiral was obliged to leave his station, and cruise in the offing, he met the Superb, Collossus, Mediator, and another ship of war. After taking stores from these ships, he was obliged to proceed to the Ferrol squadron, and obtain a further supply of provisions before he could follow the enemy. What excuse ministers would make to the House and the public for this palpable breach of duty, he did not know. The papers he intended to ask for, were, accounts of all stores and provisions furnished Sir R. Strachan's squadron, while on the Rochefort station; also, for copies of letters which passed between the Admiralty, Lord Gardner, and Admiral Young respecting this squadron. He was induced to require the production of these documents, having been informed that the squadron had been reduced to two-thirds of their daily allowance, with only five days beef and fifteen days bread, without wine and spirits on board, before they were relieved by the Collossus, &c. He also expected that the gallant officer, Sir R. Strachan, would be called to the bar of that house, to state information respecting his squadron. He understood it was the intention of government to furnish papers on this subject, but the letters sent to Lord Gardner or Sir R. Strachan were to be refused. The hon. member concluded his speech, by moving for accounts of stores, and the state of the ships forming the squadron under Sir R. Strachan, between the 1st of December, 1807, and the 1st of February, 1808.

The Hon. *W. Wellesley Pole* said, the Admiralty was not inclined to withhold from the House and the public, information relative to the points alluded to. He should lay before the House the state of the ships, and other accounts, from the period of time stated; but he was not prepared to lay on the table extracts and copies of all the correspondence between the Admiralty, Lord Gardner, Admiral Young, and Sir R. Strachan, upon the subject. He was enabled to describe the state of the squadron after the enemy escaped from Rochefort. From the despatches received, bearing date the 18th of January, the day subsequent to the escape, it appeared, that on that day the squadron under Sir R. Strachan divided the provisions sent from England. They had then ten weeks' bread, six weeks' water, and other provisions; about that time they were employed in clearing the Mediator. She was filled with provisions, and had been sent by the orders of the Admiralty. She sailed on the 21st of December, and arrived on the 18th of January. She had vegetables on board for the squadron, forty live bullocks, and other stock for the refreshment of the men. The hon. gentleman had complained, that a sufficient force was not sent out. On the 15th, the squadron was joined by the Spencer, but, in consequence of tempestuous weather, she could not be cleared of her provisions until the 18th. The Bellerophon joined on the 22d, which supplied six weeks' bread and five days' water. They also received from the Cumberland live stock. On the 23d, a transport arrived with provisions; and Sir R. Strachan, so far from wanting provisions, sent her back, without touching her cargo. He denied that Sir R. Strachan had been compelled to go to Ferrol for provisions. He had left his anchorage at Basque Roads to cruise in the offing, rather than remain in danger of a lee-shore. By tempestuous weather, he might have seen the Ferrol squadron. On the 23d, he received the first information of the escape of the enemy; but it was not until the 29th that he received certain information that they had escaped. He afterwards attempted to make Ferrol; but could not get there in consequence of the wind. He was inclined to think the gallant officer did not go to the Ferrol squadron, because, in his despatches, he did not state one titile to induce a belief to that effect. The hon. gentleman did not know the state of the country. It was known to be difficult to keep up the blockading squadrons. In November, twelve sail of the line were stationed at St. Helen's, to watch the Russian squadron; eleven sail of the line were sent, under Sir Sidney Smith, to the Tagus, in December, to protect the royal family of Portugal; and Sir Samuel Hood was despatched with a squadron of three sail to the Madeiras. There never was more exertion shewn, than in relieving the blockading squadron at Rochefort. As the hon. gentleman had attacked the Admiralty upon the subject of the Rochefort squadron, it might be satisfactory to state, that Sir Samuel Hood was despatched up the Mediterranean in pursuit of that squadron. Brest was also blockaded, and a respectable force stationed on the coast of America, to look after that country, if required.

The resolutions, with the omission of the private correspondence, were at length put, and agreed to.

MONDAY, MARCH 7.

On the motion of Sir *F. Burdett*, an account was ordered to be laid before the House, of the total sums issued under warrants from his Majesty, out of the proceeds of the droits of the courts of Admiralty, or of the droits of the crown, from January 1792 to the latest period to which the same could be made out; and also of the balances remaining in the registry in the court of Admiralty out of the said droits.

TUESDAY, MARCH 8.

Sir *C. Pole* moved for leave to bring in a Bill for the Encouragement of the Naval Service, by regulating the Appointment of Officers in the Naval Asylum and in Greenwich Hospital. He stated, that the provisions of the charter had not been complied with, as some persons had been appointed to these institutions who had no qualifications for the office.

Mr. *Rose* answered, that prosecutions were now carrying on against persons who, it appeared by the reports of the Commissioners of Naval Inquiry, had been guilty of malversation in that department.

Mr. *Whitbread*, in illustration of the abuses, said, that the barber of the hospital, Mr. Clew, a Swiss, employed six deputies, and derived an income of 150l. per annum from his office, without having any duty to perform, but the superintendance of the shaving of the pensioners.

At the suggestion of Mr. *Ponsonby*, Sir *C. Pole* confined his motion to "A Bill for regulating Greenwich Hospital;" but some opposition being still made to it, a division took place; when there were—For the motion, 52; against it, 78: majority, 26.

FRIDAY, MARCH 11.

On the motion of Mr. *Dundas*, it was ordered, "That a select committee be appointed to inquire into the present state of the affairs of the East India Company, and to report to the House their observations thereupon."

In a debate on the third reading of the Orders in Council Bill, Mr. Rose observed, that with respect to the complaint, that the American merchants had suffered by the capture of their vessels, he would only say, that America had no pretext to insist on that point. In the course of the last war, she had received no less than one million sterling as indemnity for losses sustained by British privateers. He entered largely into the nature of the commercial relations between this country and the United States; and endeavoured to prove, that a dissolution of them would be infinitely more detrimental to that country than to this. Mr. Rose farther observed, that the trade between this country and the continent had greatly increased since the issuing of the Orders in Council; so much so, that if it were to continue to increase, in the proportion that it had done for the last nine weeks, it would occasion a surplus, at the end of the year, of 900,000l. over the trade of last year.—The third reading of the bill was carried, on a division, by 168 against [illegible]

WEDNESDAY, MARCH 16.

In a committee of supply, a resolution was agreed to, to enable his Majesty to fulfil the convention into which he had entered with Sweden, to furnish her with a subsidy of 1,200,000l. in twelve monthly instalments, to increase her naval and military defence against France and Russia.

FRIDAY, MARCH 18.

Leave was given to bring in a Bill to indemnify Ministers for issuing the Orders in Council.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, MARCH 5, 1808.

Extract of a letter from Vice-Admiral Douglas, to the Hon. William Wellesley Pole, dated North Yarmouth, the 4th instant.

ENCLOSED I have the honour to transmit, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Langford, of his Majesty's sloop Sappho, acquainting me with his having captured the brig Admiral Yawl, commissioned, manned, and armed by the Danish government.

His Majesty's ship Sappho, Flambro' Head,
SIR, *S. W. 7 leagues, March* 2, 1808.

I have the pleasing information to communicate to you the capture of the Danish armed brig Admiral Yawl, Jorgen Jorgensen, commander, mounting twelve eighteen-pounder carronades on the lower deck, and sixteen six-pounder guns on the main deck, with eighty-three men, victualled and stored for five months.

While reaching to the eastward from off Scarborough this morning, I discovered the Admiral Yawl steering a course that seemed to have no other for its object than to cut off several vessels to leeward of her, and as she had the appearance of a man of war, I steered to intercept her; at half past twelve I made the signal No. 275, when she hoisted an English ensign; at half past one, being close up with her, I ordered a shot to be fired over her, to which was returned a broadside with round and grape after the Danish colours were hoisted; I immediately bore down and brought her to close action, which was obstinately sustained for half an hour, when she struck to his Majesty's sloop under my command.

I am too sensible of the able assistance of my first lieutenant, Mr. Hills, together with my other officers and men, to omit acquainting you therewith. Am sorry to add that Mr. Trewfell, my pilot, had his leg severely fractured in the action, and one other man wounded. On board the enemy the second officer and one man were killed.

I have the honour to be, &c.
(Signed) G. LANGFORD, Commander.

Billy Douglas, Esq. Vice-Admiral of the Blue,
Commander in Chief, &c. North Yarmouth.

MARCH 8.

Copy of a letter from Rear-Admiral the Hon. Sir Alexander Cochrane, K. B. to the Hon. W. W. Pole, dated on board his Majesty's ship Belleisle, at Tortola, January 5, 1808.

SIR,

I send herewith the copy of a letter from Captain Spear, of his Majesty's sloop Nimrod, acquainting me with the capture of a privateer.

I have the honour to be, &c.
(Signed) ALEX. COCHRANE.

His Majesty's Sloop Nimrod, Carlisle Bay.
SIR, *Barbadoes, Dec.* 27, 1807.

I have the honour to acquaint you, that yesterday, about twenty-leagues to the eastward of this island, I captured la Nouvelle Enterprise, a French schooner privateer belonging to Guadaloupe, commanded by Francis Penaud, mounting one long twelve-pounder, and four carronades, with a complement of fifty-five men.

I have, &c. JOSEPH SPEAR.

The Hon. Sir Alex. Cochrane, K. B.
Rear-Admiral of the White, &c.

Extract of a letter from Captain William Fisher, of his Majesty's sloop Racehorse, to the Hon. W. W. Pole, dated Plymouth Sound, the 4th inst.

I beg leave to enclose, for the information of their lordships, an extract of a letter to Vice-Admiral Sir James Saumarez, Bart. and K. B. acquainting him of the capture of l'Amiral Gantheaume French lugger privateer, of four guns, and twenty-eight men.

Extract of a letter from Captain William Fisher, of his Majesty's sloop Racehorse, at sea, to Vice-Admiral Sir James Saumarez, Bart, and K. B. dated the 2d March, 1808.

His Majesty's sloop under my command captured, this evening, off the Seven Islands, l'Amiral Gantheaume French lugger privateer, of four guns, and 28 men, two days from Granville; had not taken any thing.

MARCH 19.

Copy of a letter from Vice-Admiral Russel, to the Hon. W. W. Pole, dated on board his Majesty's ship Majestic, Yarmouth Roads, the 18th instant.

SIR,

I herewith enclose a letter from Lieutenant M'Culloch, commander of the Princess Augusta hired cutter, giving an account of his having driven the Dunkerquois, a French privateer, on shore at Katwick, on the 5th instant; and of his having effectually destroyed her on the 8th; which I beg you will lay before my lords commissioners of the Admiralty.

I am, &c. T. M. RUSSELL.

His Majesty's hired cutter, Princess Augusta,
SIR, *Yarmouth Roads, March* 17, 1808.

I have the honour to inform you, that whilst cruising, pursuant to your orders, the Texel then bearing S. 40 deg. E. distant forty miles, I fell in with, on the evening of the 5th, and gave chase to a French cutter privateer, which, after a chase of twenty-four hours, I drove on shore at Katwick; it then blowing too fresh for the boats to attack her, and perceiving her crew unrigging her, I stood as close in as possible, and attacked her from the cutter, which she returned; but on the evening of the 8th, the weather moderating, I sent my boats in, and had the pleasure of effectually destroying her, under a heavy fire of musketry from the shore. She proved to be, from the information of the fishermen, the Dunkerquois, of Dunkirk, mounting four three-pounders, and 45 men; formerly his Majesty's revenue cutter Nimble, of Deal.

I have the honour to be, &c.

(Signed) A. M'CULLOCH.

To T. M. Russel, Esq. Vice-Admiral of the
Blue, &c. Yarmouth.

MARCH 26.

Copies of letters from Vice-Admiral Dacres, &c. to the Hon. W. W. Pole, dated on board his Majesty's ship Veteran, Port Royal, 1st January, 1808.

SIR,

The enclosed copy of a letter I request you will be pleased to lay before my Lords Commissioners of the Admiralty, reporting the capture of the French schooner privateer Experiment, by the Rein Deer, after a chase of ten hours. I am, &c.

J. R. DACRES.

His Majesty's Sloop Rein Deer, off Tiberon,
SIR, *December* 21, 1807.

I have the honour to inform you, that after a chase of ten hours, I came up with and captured the French schooner privateer Experiment, Antoine Corocco, captain, with two guns and forty men, and twenty-one days from Baracao, and had made no captures. I have the honour to be, &c.

(Signed) P. J. DOUGLAS.

To James Richard Dacres, Esq. Vice-
Admiral of the White, Commander
in Chief, &c.

SIR, *Veteran, Port Royal, January* 10, 1808.

The two tenders to my flag, which had sailed from hence to see, each of them, a valuable licensed trader, bound to Vera Cruz, as far as Cape Antonio, fortunately fell in at the same time, on their return, with a heavy Spanish privateer schooner, which they captured without loss.

The enclosed copy of a letter from Lieutenant Boyd details the particulars. I am, &c.

(Signed) J. R. DACRES.

His Majesty's Schooner Gracieuse, off Cape Antonio,
SIR, *December* 27, 1807.

I beg leave to acquaint you, that this forenoon, his Majesty's schooner Gipsy in company, we fell in with and captured the Spanish privateer schooner Juliana, mounting four twelve-pound carronades, and one long brass eighteen-pounder amid-ships, with a complement of eighty-three men, out three months from Trinidad in Cuba, has not captured any thing.

I have sent his Majesty's schooner Gipsy in with her, as she was the closest during the chase, and suffered the most in her rigging. Though she was not of sufficient force to give us a long action, I must request permission to say every person gave me the utmost satisfaction.

It is with great pleasure I have to add, that though the enemy suffered materially, having eight killed and six wounded, only one man of ours was wounded. I have the honour to be, &c.

(Signed) D. BOYD, Lieut. Com.

SIR, *Veteran, Port Royal, January* 13, 1808.

I have the honour to enclose you, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain Coghlan, of the Elk, acquainting me with the capture of a Spanish packet. I am, &c.

J. R. DACRES.

His Majesty's Brig Elk, Nassau, New Providence,
SIR, *November* 7, 1807.

I have the honour to inform you, that his Majesty's brig I command captured, on the 19th ult. after a long chase, which led me to the Catouche Bank, the Spanish schooner Posta de Caraccas, bearing a letter of marque, from Campeachy to the Havannah, with a cargo of leather, bass rope, and twenty-four thousand dollars, which she had in freight. Her mail, with one gun she had mounted, were thrown overboard in the chase.

I have the honour to be, &c.

(Signed) JER. COGHLAN.

To James Dacres, Esq. Vice-Admiral
of the White, Commander in Chief, &c.

SIR, *Shark, Port Royal, February* 4, 1808.

I have much pleasure in transmitting to you, for the information of the Lords Commissioners of the Admiralty, the copies of two letters I have received from Captain Douglas, of the Rein Deer, reporting the capture of two enemy's privateers. Their lordships will agree with me that Captain Douglas has shewn a great deal of activity, and is entitled to great commendation; four privateers having been captured by the Rein Deer in the space of four months. I am, &c.

J. R. DACRES.

His Majesty's Sloop Rein Deer, off Point Picolet,
SIR, *St. Domingo, Jan.* 25.

I have the honour to inform you, that, in his Majesty's sloop under my command, I fell in with and captured, after a chase of five hours, the French schooner privateer Lyonnaise, Jean Tessier, captain, pierced for twelve guns, but had only five on board at the time of capture, with a complement of eighty-five men, out eight days from Baracao, and had not made any captures. I have the honour to be, &c.

(Signed) P. J. DOUGLAS.

To James Richard Dacres, Esq. Vice-
Admiral of the White, and Comman-
der in Chief, &c. Jamaica.

His Majesty's Sloop Rein Deer, Port Royal,
SIR, *January* 28, 1808.

Having received information that the privateers had a rendezvous under Tortudas, I bore up and went between the island and the main, and have the satisfaction to acquaint you, that I succeeded in running one of them ashore, and being deserted by her people, I brought her off with little or no damage. She has three guns on board, and from the number of men seen to land, there could not be less than fifty. Having thirty men away in prizes, and ninety prisoners on board, I thought it would not be safe to keep the sea, and hope my return to this anchorage will meet your approbation.

I have the honour to be, &c.

(Signed) P. J. DOUGLAS.

J. R. Dacres, Esq. Vice-Admiral of the
White, &c. Jamaica.

Copy of a Letter from Admiral the Right Hon. Lord Gardner, to the Hon. W. W, Pole, dated Lupton House, the 20th instant.

SIR,

I desire you will be pleased to lay before the Lords Commissioners of the Admiralty the enclosed copy of a letter which I received this day, from off Ferrol, from Captain Maitland, of his Majesty's ship Emerald, reciting an attempt he had made to cut out of Vivero harbour, on the evening of the 13th instant, a large French schooner; an exploit which I trust their lordships will conceive with me to do great credit to all concerned, for their undaunted spirit and perseverance: the number of men, however, killed and wounded on the occasion (of which a list is enclosed herewith) is much to be lamented.

I have the honour, to be, &c.

GARDNER.

His Majesty's ship Emerald, off Vivero,
MY LORD, *March* 14, 1808.

I beg to state that, having fulfilled the first part of your lordship's order, bearing date the 13th ult. I was proceeding to communicate with the commanding officer off Ferrol, when, in running along shore about five o'clock yesterday afternoon, a very large schooner was discovered at anchor in Vivero harbour, with a French ensign and pendant flying. Though I had never been in that port, from its appearance, and the place laid down in Fossino's chart, it seemed to me not a very difficult matter either to bring her out or destroy her. It was late in the day for such an undertaking, but as we had a full moon, and alarm guns were firing from the forts and schooner, I without hesitation decided on putting it instantly into execution, as they would doubtless have been better prepared for our reception had it been deferred till morning At about half an hour after five P. M. the first fort on the right going in, consisting of eight twenty-four pounders, opened on the ship, as did the other (containing five of the same calibre) on the left, as soon as she was within range. As I saw it was impossible to place the ship in a situation to act upon the batteries at the same time, I sent the first lieutenant, Mr. Bertram, accompanied by Lieutenants Meek and Husband, of the marines, and Messrs. Mildridge and Saurin, masters' mates, to storm the outer fort, and proceeded with the ship as near the other (which was about a mile farther in) as the depth of water would allow, where she was placed, the sails furled, &c. I sent Mr. W. Smith, the third lieutenant, with another party, to endeavour to spike the guns of the fort, then engaged with the Emerald, Mr. Bertram having happily succeeded in driving the Spaniards out of the battery he had been sent to attack, and spiked the guns. Lieutenant Smith, almost immediately on landing, was opposed by a party of soldiers, most of whom fell, and their officer among the number; but before they were completely subdued they had led him a considerable distance into the country, being by that time quite dark, and from the nature of the ground, having been obliged to land nearly a mile from the fort, he was under the necessity of returning without finding it, as it had been silenced a considerable time by our fire; it opened again, however, about ten o'clock, and continued engaged with the ship till near two hours, when she was out of range.

While these occurrences were taking place, Mr. Bertram with his party, had walked on over land, and joined Mr. Baird, the midshipman, who had been sent to take possession of the schooner, which had ran on shore on the rocks. As soon as they made out our determination of entering the port on the road, he was met by a party of the schooner's crew, consisting of about sixty men; they gave and received a discharge of musketry from our people; but on their advancing with the pike and bayonet, took to flight, leaving several dead on the road. Mr. Bertram's anxiety to save the schooner induced him to persevere, for several hours, in attempting to get her off (which was rendered impracticable, from her having gone on shore at high water), during which time a large body of infantry had been collected, and galled our men so excessively with musketry, that it became absolutely necessary to set her on fire, which was accordingly done about one A. M. when she soon blew up, and at daylight there was not a vestige of her to be seen. From the papers I have in my possession, the schooner appears to have been a French corvette, called l'Apropos, commanded by Mons. Lagary, lieutenant de vaisseau, which had arrived with despatches from the Isle of France on the 24th of December; mounted eight twelve-pounder carronades, but pierced for sixteen guns, with upwards of seventy men. She had yesterday put to sea, but returned to an anchor on a signal being made for an enemy. She appeared to me the largest schooner I ever saw; our officers inform me she must have been upwards of two hundred fifty tons burthen, copper-bottomed, and in all respects a most complete vessel. I must beg leave, my lord, to request you will state Lieutenant Bertram's meritorious conduct to the Lords Commissioners of the Admiralty in the strongest point of view; when I hope their lordships will be induced, in consideration of his very gallant behaviour, and a most severe wound he has received, to consider him worthy of that reward which in our service has ever been looked up to as the certain consequence of distinguished bravery. Mr. Mildridge, master's-mate, a young man who has served the whole of his time with me, and whose gallantry has been represented to me by Lieutenants Bertram and William Smith as highly exemplary, I hope your lordship will be induced to mention also as deserving of promotion. The conduct of Lieutenant Bertram and his party, as well as that of Lieutenant William Smith, renders it unnecessary for me to say any thing further on the subject. I shall therefore only add, that Mr. John Smith, the Second Lieutenant, who I kept on board to assist me, as well as Mr. Brokensher the master, and the whole of the officers and ship's company that remained in the ship, have my warmest thanks for their cool and steady conduct during an action that lasted, with intervals, for more than six hours. The ship's damages are trifling to what might have been expected, which I account for by the enemy not being able to distinguish where the shot fell, and having taken a bad elevation, most of them passed over her. When the boats had returned, after firing the schooner, we weighed, and had the good fortune to obtain a light air of wind, that sent us just out of the shot of the batteries, when we were obliged again to anchor, otherwise our situation this morning would have been by no means pleasant, as the Spaniards must by that time have unspiked the guns in the outer fort, and at daylight six gunboats were seen pulling from the westward. About eight A. M. a light breeze springing up, we weighed and made sail towards them; when within about two gunshots of the enemy, it fell again perfectly calm, and they had the temerity still to row for us; finding the ship's broadside could not be kept towards them by the boats, I ordered the anchor to be let go with a spring, and when within good reach of grape, opened a fire, which they received and returned with tolerable spirit for about half an hour, when they made the best of their way into Veres bay; and as several shots were seen to strike them, I have no doubt considerably damaged them. The total want of wind prevented me from following and destroying them.

I cannot conclude this letter, my lord, without once more expressing how highly I appretiate the behaviour of every officer and man in the ship I have the honour to command, during a most arduous and fatiguing service, that lasted for eighteen hours, the whole of which time they were either at their guns or expecting every instant to be called to them. Our loss, I am extremely sorry to say, is very great in killed and wounded, and most of them the best men in the ship. What the enemy's may be, from the nature of the service it is impossible to ascertain, though we know it to be very considerable. I enclose a list of the killed and wounded belonging to the Emerald. I have the honour to be, &c.

(Signed) **F. L. MAITLAND.**

The Right Hon. Lord Gardner, &c.

A list of killed and wounded on board his Majesty's ship Emerald, in Vivero Harbour, on the 13th of March, 1808.

Killed.

John Lyons, Boatswain's mate; William Jonhson, yeoman of the sheets; John Davis (2,) captain's cockswain; Isaac Hurst, ship's corporal; Frederick Wetheral, seaman; Thomas Brown, seaman; Gregory Yowel, serjeant of marines; Jos. Dawson, private of marines; and John Glugg Porter, private of marines.

Wounded.

Lieutenant Charles Bertram, severely; Lieutenant Giles Meek, of the marines, slightly; Lieutenant John Husband, of ditto, slightly; Mr. Matthew Mildridge, master's mate, slightly; Michael Gleeson, quartermaster, dangerously; William Riley, seaman, ditto; George M'Allister, seaman, severely; William More, seaman, ditto; John West, captain's steward, ditto; John Lloyd, private of marines, ditto; John Baylis, seaman, slightly; James Connor, seaman, ditto; Richard Caulfield, private of marines, ditto; James Dale, private of marines, ditto; William Mariner, private of marines, ditto: and John Pettiper, boy, ditto.

Total – 9 killed and 16 wounded.

(Signed) **F. L. MAITLAND.**

Copy of a Letter from Vice-admiral Sir Charles Cotton, Bart. to the Hon. W. W. Pole, dated on board the Hibernia, Feb. 17, 1808.

SIR,

I request you will lay before the Lords Commissioners of the Admiralty the enclosed copy of a letter I have received from Captain Yeo, of his Majesty's ship the Confiance, detailing a very gallant exploit performed in two boats, commanded by Messrs. Trist and Largue, masters' mates of that ship; the former of whom having passed for a lieutenant, and being strongly recommended by Captain Yeo for his general good conduct, I have appointed to act as lieutenant on board his Majesty's ship Alfred (in room of another absent in a prize), in order to mark my approbation of his conduct on this particular occasion; and which, I have no doubt, their lordships will also duly appretiate, by promoting Mr. Trist to that rank he appears, in my opinion, justly to deserve.

I have the honour to be, &c.

(Signed) **C. COTTON.**

His Majesty's ship Confiance, at anchor off the Tagus, Feb. 14, 1808.

SIR,

Having been informed of a report at Lisbon that the Russian squadron was about to sail, I last night sent the cutter and jolly boat under the orders of Mr. Robert Trist, master's mate, accompanied by Mr. Largue, master's mate, to row guard in the mouth of the Tagus, when Mr. Trist perceiving a French gun-vessel at anchor under fort St. Pedro, between forts Belem and St. Julien, he instantly boarded in a most gallant manner, and, after an ineffectual resistance on the part of the enemy, captured her. She proves to be la Canonier, No. 1, commanded by Mons. Gaudolphe, ensign de vaisseau, mounting one twenty-four-pounder and two brass six-pounders, with one hundred stand of arms, and fifty men.

Great praise is due to Mr. Trist and his small party for the intrepidity they displayed, when it is considered our boats had only sixteen men in all, opposed to such superior force under heavy batteries, and were hailed and fired at, long before they reached her. I therefore beg leave to recommend Mr. Trist (having passed for lieutenant near twelve months). Mr. Trist speaks of Mr. Largue in terms of warm approbation, as also of Mr. Taylor, the carpenter, and all the seamen and marines of the party. I am happy to add, it was accomplished without any loss on our side. The enemy had three killed and nine badly wounded. I have, &c.

(Signed) J. L. YEO.

Sir Charles Cotton, Bart. Vice-admiral
of the Red, &c.

Naval Courts Martial.

A COURT MARTIAL was held at Spithead, on Mr. James Smith, master of his Majesty's sloop Speedy, for opening the spirit room, and taking therefrom a quantity of spirits; and for repeated drunkenness. The Court being of opinion the charges were fully proved, sentenced him to be dismissed his office, and to serve in such situation as the commander in chief at Portsmouth shall direct.

A Court Martial was held on board the Salvador del Mundo, in Hamoaze, on Captain Honeyman, the officer, and crew, of his Majesty's late frigate Leda, of 36 guns, which went on shore in Milford Haven, and there lies a wreck; when the Court, after having deliberately considered the evidence adduced, unanimously acquitted them of any blame on that account.

Promotions and Appointments.

Captain G. Miller is appointed to command the Thetis, *vice* Gage.

Vice-admiral Rowley, commander in chief of his Majesty's ships and vessels in the Downs, is appointed to supersede Vice-admiral James Richard Dacres, as commander in chief at Jamaica.

Lieutenant Wills is appointed to the command or the El Firme prison ship, at Plymouth.

Captain Martin is appointed to command the Implacable.

Admiral Campbell is appointed commander in chief in the Downs, *vice* Rowley.

Mr. Stevenson Eden is appointed to be surgeon of the Victory sloop; Mr. James Leach is appointed to be surgeon of the Amaranthe sloop.

Captain John Godby, son of J. Godby, Esq. of Greenwich Hospital, is appointed to command the Rolla sloop.

Mr. George Fairfowl is appointed to be surgeon of the Alexandria; Mr. John Anderson to be surgeon of the Galatea; and Mr. Henry Plowman to be surgeon of the Barfleur.

Captain Unwin is appointed to command the Virginie, *vice* Brace.

Captain Cockburn is appointed to command the Aboukir, at Chatham.

Captain Seymour is appointed to command the Pallas, *vice* Ommanney.

Captain Newman is appointed to command the Hero, at Plymouth.

Captain A. W. Schomberg is appointed to command the Loire.

Mr. Mark Cockburn is appointed to be surgeon of the Chiffonne; Mr. Charles Linton is appointed to be surgeon of the Lilly sloop; and Mr. Harpur Gamble is appointed to be assistant-surgeon of the Thalia.

Rear-admiral Sir Edmund Nagle is appointed to supersede Sir James Saumarez, as commander in chief of his Majesty's ships and vessels on the Guernsey station.

Mr. John Kerr is appointed to be surgeon of the Proselyte; Mr. John Gibbs is appointed to be surgeon of the Warspite.

Captain Folke is appointed to command the Irresistible, prison ship.

Admiral Lord Gambier is to be appointed commander in chief of the Channel fleet; and Sir Home Popham to be captain of the fleet.

Captain the Honourable Henry Blackwood is appointed to command the Warspite.

Vice-admiral Sir James Saumarez is appointed to command the Baltic fleet, to be employed for the defence of the dominions of our gallant ally, the King of Sweden.

Mr. James Dobie is promoted to the rank of surgeon, and appointed to the Rolla.

Mr. William Dickson to be surgeon of the Helena; Mr. Robert Walker to be surgeon of the Pallas; Mr. Richard Goodwin to be surgeon of the Thetis; Mr. John M'Millan to the Aboukir; Mr. Gabriel Johnston to the Irresistible; Mr. Charles Explin to be surgeon of the Kangaroo.

Mr. Ralph Eden to be assistant-surgeon of the Victory; and Mr. Samuel Brailsford to be assistant-surgeon of Paington Hospital.

Mr. David Jones to be surgeon of the Erebus.

Mr. John Heawood to be assistant surgeon of the Blazer gun-brig; and Mr. John Lewis to be assistant-surgeon of the Warspite.

Captain Benjamin Hallowell, who commanded the Swiftsure, in the glorious battle of the Nile, is to be captain of the Baltic fleet.

Captain Sykes is appointed to command the Diomede, the flag-ship of Admiral Sir Edmund Nagle, on the Guernsey station.

Mr. Ross is appointed to be purser of the Tartar frigate; Mr. Hogg is appointed purser of the Pitt, of 74 guns.

Lieutenant Porteous, son of Mr. Porteous, master of the king's yacht, is promoted to the rank of commander, and appointed to the Porpoise, at New South Wales.

Mr. Rogers, the acting commander of the Windsor Castle packet, is promoted to the rank of commander of a new packet, to be built in lieu of the

Duke of Montrose, captured in the West Indies. The inhabitants of Birmingham have presented him with a sword, of 400 guineas value, as a token of their admiration of his gallant conduct.

Rear-admiral Sir Samuel Hood, K.B. is appointed second in command of the Baltic fleet.

Rear-admiral Keats is appointed third in command of the Baltic fleet.

Rear-admiral George Murray is to hoist his flag on board the Polyphemus, and Captain Heywood is to be his captain.

Captain Dillon is appointed to the Childers sloop.

Captain Thomas Innes is appointed to the Myrtle sloop, just launched at Biddeford.

Captain Thomas Boys is appointed to command the Saturn.

Captain Hugh Cameron to command the Achates.

The Rev. D. Gordon is appointed chaplain of the Africa.

Lieutenant Charles Janns is appointed to the Eclaire; Lieutenant Charles C. Owen is appointed to the Dreadnought.

Rear-admiral Thomas Sotheby has hoisted his flag in the Channel fleet.

Captain Beauman is appointed to command the Princess of Orange.

Captain Charles Marshall Gregory is appointed to command the Carnation.

Lieutenant Joseph Williams is appointed to command the Safety prison ship, at Jamaica; Lieutenant John Richards is appointed to the Malta.

Lieutenant Thomas Pinto is promoted to the rank of commander, and appointed to the Dart sloop, in the West Indies.

Captain William Flint is appointed to command the Rattlesnake, in the East Indies.

Captain Neve is appointed to command the Hibernia.

Lieutenant Thomas Napper is promoted, and appointed to the Port de Espagne.

Lieutenant James Brown is promoted, and appointed to the Dart; Lieutenant Sanderson Allen is promoted, and appointed to the Nereide; and Lieutenant J. S. Bayly is promoted, and appointed to the Galatea.

Lieutenant George Vinnicombe, of the royal marine artillery, is appointed to the Princess of Orange, the flag-ship of Admiral Campbell, in the Downs.

Mr. John A. Glover is appointed to be purser of the Aquilon; Mr. Richard Cotter is appointed to be purser of the Crescent, *vice* Glover; Mr. Thomas Gillet is appointed purser of the Firme prison ship, from the Africa.

Lieutenant Thomas Comyn to the Diomede; Lieutenant Peregrine Power is appointed to the Barfleur; Lieutenant J. R. Jackson to the Barfleur.

Captain Rogers is appointed to command the Thisbe, Admiral Stanhope's flag-ship.

A list of midshipmen who have passed for lieutenants on the first Wednesday in March:—Thomas Bourchier, John Davies, H. F. Belson, Thomas Bradby, Alford Robinson, Uriah Sealy, William Strong, G. S. Philpot, John [illegible], Stewart Blacker, George Dougall, T. S. Hood, James [illegible].

BIRTHS.

On the 27th February last, at Admiral Holloway's, the lady of Captain Otway, of the royal navy, of a daughter.

On the 29th February, in the island of Jersey, the lady of James Gomm, Esq. of the royal navy, of a daughter.

On the 8th March, at Hopeton House, near Edinburgh, of a son, Lady Jemima Johnston Hope, daughter of the Earl of Hopeton, and wife of Captain George Hope, of the Pompée.

At Chelsea, the lady of Captain Butterfield, of the royal navy, of a son.

On the 24th March, in Harley-street, the lady of Thomas Hoseason, Esq. late naval officer at Madras, of a son.

MARRIAGES.

On Monday last, 29th February, at the Abbey Church, Bath, by the Rev. Mr. Murchall, Captain Christian, of the royal navy, eldest son of the late Admiral Sir Hugh Christian, K.B. to Harriet, second daughter of the late Samuel Shute, Esq. of Fern Hill, Isle of Wight.

Lately, at Portsmouth, Mr. Cunningham, late master of the Guerrier, to Miss Unity Andrew, of Portsea.

On the 17th March, at Charlton, in Kent, John Collins, Esq. commander of the Hon. East India Company's ship Travers, to Jane, daughter of J. L. Sheriff, Esq. of Deptford.

OBITUARY.

Lately, at sick quarters, at Swansea, Lieutenant Mudge, of the royal navy.

Lately, of an internal inflammation, Francis, second son of T. Matcham, Esq. by the sister of the deceased Lord Nelson, a very promising youth, of twelve years of age.

Lately, at Morley, the Rev. Joshua Larwood, rector of Swanton Morley, in Norfolk, many years chaplain on board his Majesty's ship Britannia, and author of Erratics, and several useful publications, and a contributor to the NAVAL CHRONICLE.

Lately, at Ide, near Exeter, Lieutenant Ogilvie, of the royal navy, at a very advanced age.

At his house, in Upper Conway-street, Fitzroy-square, Nathaniel Tanner, Esq. formerly a commander in the Hon. East India Company's service, in the 82d year of his age.

At Windsor, Mrs. Buckle, relict of the late Adm. Buckle, a lady in whom were eminently conspicuous the rare qualities of a perfect gentlewoman and a pious christian; of manners engaging, mild, and amiable; of a mind cultivated, elegant, and correct; pride and austerity were to her unknown: with the true christian spirit of charity, which teaches us to think no evil, and to do to others as we would be done by, she thought and spoke favourably of all; mild, benevolent, and pious, she lived uninfluenced by the contagious unchristian spirit of defamation; beloved and adored by her near connections, revered and respected by her acquaintance, the benign condescending friend of her servants and dependants, she lived a bright example of the perfection human nature can attain to, when truly influenced by the divine precepts of christianity.

Lately, was killed in an attack on some of the enemy's merchant ships at the mouth of the Rhone, Lieutenant Yonge, of his Majesty's frigate Seahorse.—At the same time Lord John Hay, a midshipman of the said ship, and son of the Marquis of Tweedale, lost his left arm so high up as to be obliged to undergo the operation of amputation at the shoulder joint, which he bore with the most manly fortitude, although only fourteen years of age: he is now well, and doing his duty as midshipman on board the Seahorse.

Lately, was killed in a most gallant attempt to defend his vessel against a French privateer of double her force, after an action of three hours and a half, Captain Dyneley, the gallant commander of his Majesty's packet the Duke of Montrose. Captain Dyneley was a young man of the greatest promise, and some time since much distinguished himself in destroying a force about to attack the Island of Dominica.

Lately, on board his Majesty's ship Diamond, of a fever, on the coast of Africa, Lieutenant Charles Higgins, of that ship; also Mr. Smart, the purser, Mr. Wright, midshipman, and Mr. Pringle, master's mate, all of the Diamond.

At her house, in Gloucester place, Portman-square, Lady Martin, relict of Sir Henry Martin, Bart. formerly comptroller of the navy.

Lately, on board the Trent hospital ship, at the Cove of Cork, Mr. Armnecht, assistant-surgeon of that ship.

At Ingatestone, Essex, aged 81, Anthony Eglington, Esq. formerly commander of the Hon. East India Company's ship Prince. During the many years of his retirement his life has been a continued series of acts of benevolence.

At his seat, Lady Place, Hurley, in Berkshire, in consequence of an apoplectic fit with which he was seized, two days preceding, Gustavus Adolphus Kempenfelt, Esq. the only surviving brother of the late unfortunate Rear-admiral Kempenfelt,* who lost his life in the Royal George, at Spithead, in the year 1782. This gentleman preserved all his mental faculties to the last, although arrived at the advanced age of 87; his cheerful disposition and retentive memory rendered him a pleasant companion to all who had the honour of his acquaintance, and his pious and charitable disposition a valuable member of the community. Notwithstanding he was extremely liberal in his donations to the poor during his life-time, and a subscriber to most of the public charities in and about London, he has bequeathed to them in his will considerable legacies, amounting in the whole to upwards of 11,000l. He died a bachelor.

At Plymouth, on the 14th of March, deeply regretted by his friends and brother officers, after a short but painful illness, in the 28th year of his age, Lieutenant James Babington, of the Hound sloop of war, son of W. Babington, Esq. late of Oporto.

Lately, at the Royal Hospital at Haslar, in consequence of a wound received in a duel, Lieutenant William Charlton, of the Mars.

At Richmond, on the 17th March, Lieutenant Archibald M'Neil, of the royal navy.

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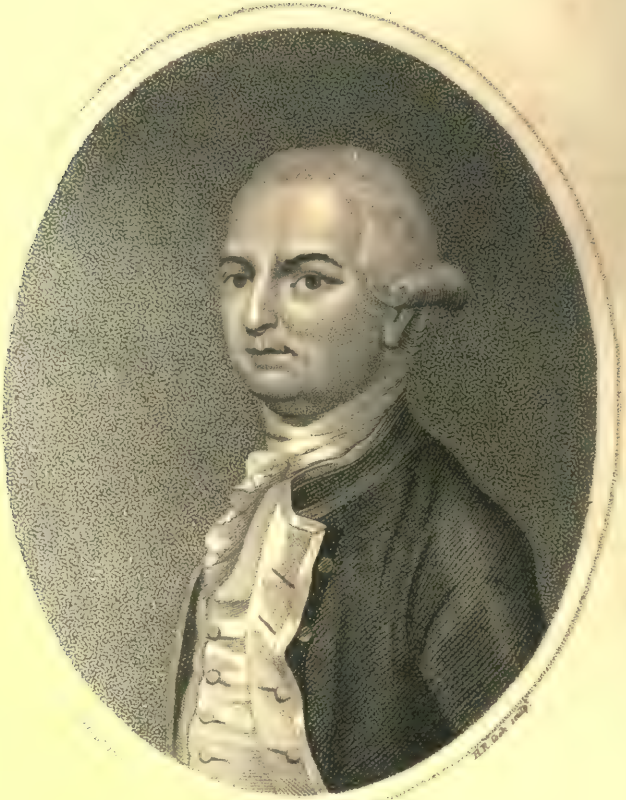
* For a portrait and biographical memoir of this worthy admiral, see our seventh volume.



H.R. Cook sculp.

[illegible] MACBRIDE ESQ$^{\text{R}}$.

of the Blue Squadron

[illegible] by J Gold 103, Shoe Lane, London

BIOGRAPHICAL MEMOIR

OF THE LATE

JOHN MACBRIDE, Esq.

ADMIRAL OF THE BLUE SQUADRON.

> " ——— True to native worth, assert his claim
> To the *best diadem!* THE WREATH OF FAME!"
>
> ROBINSON.

THIS gentleman, whose professional gallantry has often been the theme of praise, was the descendant of an ancient Scotch family. He was born in Scotland; but, as his father shortly afterwards settled in Ireland, he was bred and educated in the latter country; whence, at a suitable period, he passed over into England, with the view of entering into the naval service.

With the early services of Mr. Macbride, we are very slightly acquainted; but, in every situation, he is known to have evinced uncommon skill and bravery. He was promoted to the rank of lieutenant on the 27th of October, 1758; previously to which he is understood to have had some successful cruises, and also to have been captured by a French ship of war, which carried him into Brest, where he remained for some months on parole, till exchanged by cartel.

The first instance in which he particularly distinguished himself was in the month of August, 1761, whilst commanding the Grace armed cutter. Assisted by the boats of the Maidstone frigate, he then cut a French privateer out of Dunkirk road; the official account of which exploit is given in the following words:—

" Mr. Macbride being off Dunkirk, and observing a dogger privateer in the road, immediately left his station to join the Maidstone, and proposed cutting out the privateer that night, if Captain Digges would let him have four boats manned and armed, which he very readily complied with, knowing his abilities and resolution. The boats left the ships at ten o'clock at night, and when they came near the road, laid all their oars across, except two in each boat, which they muffled with baize, to prevent their being heard at a distance. They rowed in that manner till they were within musket-shot of the privateer; when, being hailed, they made no answer, but in a few minutes boarded on both sides, and took possession of the vessel without the loss of a man killed, two only being wounded. Mr. Macbride shot the lieutenant of the privateer through the head with a musket, as he was pointing a gun into the boat: besides this person, one common man was killed, and five wounded belonging to the enemy. This was done within half a gun-shot of a fort on the east side of the harbour, but it did not fire at them; and when the prisoners were secured, the captors cut the cables, and sailed out of the road."

On the 7th of April, 1762, Mr. Macbride was made commander, in the Grampus fire-ship, from which he was removed into the Cruiser sloop. On the 20th of June, 1765, he obtained post rank in the Renown, a 30-gun frigate; in 1766, he commanded the Jason, of 32 guns, in which he was ordered to the Falkland Islands, or South Sea; and, after his return from thence, in 1768, he was appointed to the Seaford, a 20-gun ship, employed as a cruiser on the home station. In this ship he continued two years; and, on quitting her, he took the command of the Southampton, of 32 guns.

In May, 1772, Captain Macbride sailed for Elsineur, accompanied by the Seaford, Captain Davies, and the Cruiser sloop of war, Captain Cummings, for the purpose of conveying the Queen of Denmark from thence to Stade.

Captain Macbride removed from the Southampton, either in 1773, or 1774; in 1775 he commanded the Orpheus, a frigate of the same force; and, in 1777, shortly after the commencement of the dispute with the North American colonies, he was appointed to the Bienfaisant, of 64 guns; in which he continued till the commencement of the year 1781, employed constantly either on the home station, or on services in which the main fleet, or detachments from it, were occasionally engaged. In July, 1778, he was with Admiral Keppel, in his encounter with D'Orvilliers, off Ushant. The Bienfaisant was stationed in the centre division, but does not appear to have been materially concerned in the action.*

Towards the close of the year 1779, at which time the late Sir Thomas Louis was first lieutenant of the Bienfaisant, Captain Macbride was ordered to Gibraltar, with Admiral Rodney, for the purpose of relieving that fortress.† As we have repeatedly had occasion to state, the fleet, whilst on its passage thither,* had the good fortune to capture the whole of a Spanish squadron and convoy, from St. Sebastian, bound to Cadiz, laden with naval stores, &c. the Guipuscoana, of 64 guns, the commanding ship of the squadron, surrendering to the Bienfaisant.†

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* *Vide* NAVAL CHRONICLE, Vol. XVI. page 178; and Vol. VII. page 226.

† *Vide* NAVAL CHRONICLE, Vol. I. page 371.

On the 16th of January, eight days after the above event, Admiral Rodney's squadron fell in with that of Don Juan de Langara; and, in the engagement which ensued, it was the lot of Captain Macbride to be very particularly concerned.§ For the details of this interesting subject, which reflect so much honour upon the bravery and humanity of this officer, the reader is referred to our memoir of Sir Thomas Louis. We must observe, however, that the St. Domingo, at the moment of her destruction, was in action with the Bienfaisant; and that, had the awful explosion of the former, by which every soul on board perished, been retarded only a few moments, the latter must inevitably have shared her fate. After this event, which occurred in the midst of a tremendous storm, the Bienfaisant compelled the Phœnix, of 80 guns, Langara's flag-ship, to surrender. Captain Macbride immediately took possession of his prize; but, as the small-pox was on board the Bienfaisant, he felt anxious to prevent the infection from being spread amongst the prisoners. He therefore sent a proposal to the Spanish admiral, stipulating, that neither officers nor men should be removed from the Phœnix, provided Admiral Langara would be responsible for their conduct; that, in case they should fall in with any Spanish, or French, ships of war, he would not suffer Lieutenant Louis, the prize-master of the Phœnix, to be interrupted in conducting and defending the ship to the last extremity, agreeably to his orders; that if, meeting with superior force, the Phœnix should be retaken, and the Bienfaisant fight her way clear, Don Langara, his officers and men, should hold themselves prisoners of war to Captain Macbride, on their parole of honour; and that, should the Bienfaisant be retaken, and the Phœnix escape, the Spanish admiral, his officers, &c. should be freed immediately.—Don Langara readily assented to these conditions; and, from the subsequent conduct of himself and his officers, no doubt can be entertained of his intending most strictly to adhere to them.

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* On the 8th of January, 1780.

† Sir George Rodney commissioned the Guipuscoana, and named her the Prince William, in compliment to his Royal Highness Prince William Henry, now Duke of Clarence, in whose presence she was taken.

§ The general result of this action, as stated in our memoir of the late Sir Thomas Louis (NAVAL CHRONICLE, Vol. XVI. page 179), was, that one Spanish ship of 80 guns, and three of 70, were taken, and sent to England; that two others, of 70 guns each, were also taken, but were afterwards run on shore, and lost near Cadiz; that one, of 70 guns (the St. Domingo), was blown up in the engagement; and that the remainder, consisting of four ships of 70 guns each, and two frigates of 26, escaped into Ferrol, or Cadiz. —See also the biographical memoir of Admiral Rodney, NAVAL CHRONICLE, Vol. I. page 373, *et seq.*

Excepting those who were wounded by the wreck of the St. Domingo, it is remarkable, that the Bienfaisant escaped, in this conflict, without a single man being hurt.

Under the guidance of Lieutenant Louis, the Phœnix was carried safely into Gibraltar; and Captain Macbride was sent home with Admiral Rodney's despatches relating to the engagement. In consequence, however, of the unfavourable winds which he met with on his passage, he did not reach England until some days after the arrival of Captain Edward Thomson, who had been subsequently despatched with a duplicate of the intelligence.

In the month of March, 1780, on the return of the fleet to England, Captain Macbride again took the command of the Bienfaisant; and, after the lapse of a few weeks, was ordered into St. George's Channel, in quest of a large private French ship of war, which was known to have sailed from Brest, on a cruise in that quarter. Until the 13th of August, his look-out was ineffectual. On the preceding day, he had sailed from Cork, with the following squadron, and a large convoy :—

Ships.	*Guns.*	*Commanders.*
Bienfaisant	64	Captain John Macbride.
Charon	44	——— John Simmonds.
Licorne	32	——— Hon. Thomas Cadogan.
Hussar	28	——— Charles M. Pole.

Having been lying-to for such of the convoy as were unable to get out on the 12th, Captain Macbride found himself, at daylight, on the morning of the 13th, as far down as the Old Head off Kinsale. Perceiving a large ship in chase of some of the convoy, he immediately made sail after her; and at 7 A.M. he got within pistol-shot of the chase, which had hoisted English colours. On being hailed by the Bienfaisant, she hauled them down, and hoisted French. A smart action, commenced on both sides with musketry, now took place; and, at the expiration of an hour and ten minutes, the French ship struck, having had 21 men killed, and 35 wounded, with her rigging and sails cut to pieces. The Bienfaisant had 3 men killed, and 20 wounded; and the Charon, which came up at the close of the engagement, had one man wounded. The prize proved to be le Comte d'Artois, a private ship of war, of 64 guns, and 644 men, commanded by the Chevalier Clonard, who was slightly wounded.*

In the succeeding month, Captain Macbride captured another French privateer, la Comtesse d'Artois; and, at the close of the year, he was removed into l'Artois frigate, which had been taken from the French a few months before, and was considered to be the finest vessel of her class in the world.

During the year 1781, Captain Macbride served in the North Seas, in the squadron which was employed there to watch the motions, and to oppose any attempt that might be made by the Dutch squadron, which was then ready for sea, in the Texel. He was, consequently, present, in the month of August, at the engagement off the Dogger Bank, between the late Sir Hyde Parker and Admiral Zoutman; † after the close of which, at the request of the commander in chief, he removed into the Princess Amelia, of 80 guns, as successor to Captain Macartney, who had fallen in the action. This removal was highly flattering to Captain Macbride, as it took place in consequence of Sir Hyde Parker's conceiving it probable that the contest might be renewed; in which case, at so critical a time, and in so excellent a ship, the services of this experienced officer would have been of the utmost importance.

On the return of the squadron into port, Captain Macbride resumed the command of l'Artois; and, during the remainder of the year, he continued to be employed in cruising on the home station.—On the 3d of December, he fell in with, and captured, two very stout Dutch privateers, the Hercules and Mars. The following is his official account of his success on this occasion:—

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* A more detailed account of this engagement is given in the XVIth volume of the Naval Chronicle, page 183 and 184.

† *Vide* Naval Chronicle, Vol. V. page 295.

"At ten o'clock yesterday morning saw them: they stood for us with much confidence. About two o'clock I brought them both to action, but paid attention only to the one on our quarter till we had effectually winged her: then pushed forward, and closed the other, which was engaged on our bow. In about thirty minutes she struck: we sent a boat on board to take possession, and wore round after the other, who was making off, but who also struck on our coming up. They proved to be the Hercules and Mars, two privateers belonging to Amsterdam, mounting twenty-four nine-pounders and ten cohorns each; are perfectly new, and alike; sail as fast as the Artois, and are the completest privateers I ever saw: they cost upwards of 20,000l. commanded by two Hogenboomes, father and son, inhabitants of Flushing,

"The father was well known last war by the nickname of John Hardapple: he had a schoote privateer, with a French commission, out of Flushing, and did much mischief to our trade: he was sent for on purpose to command these privateers. They sailed from the Texel on the 30th of November, and had only taken one of our fishing smacks.

"The Hercules had one hundred and sixty-four men on board: thirteen were killed, and twenty wounded. The Mars, one hundred and forty-six men: nine were killed, and fifteen wounded. We had one man killed, and six wounded."

Early in 1782, Captain Macbride was ordered into the Channel; and, in the month of April, he attended the fleet which was ordered out, under Admiral Barrington, for the purpose of intercepting a small French squadron, that was then known to be ready to sail from Brest, for the East Indies.—Being a-head of the fleet, Captain Macbride had the satisfaction of being the first who discovered the enemy, on the 20th; and in the course of that and the following day, nearly half the vessels, both ships of war and transports, of which the French armament was composed, fell into the possession of different ships of the British squadron.[*]

Captain Macbride, immediately on his return into port, was ordered on the Irish station; and, in consequence of considerable influence which he enjoyed in that kingdom, he was appointed regulating officer on shore, to superintend the raising of a large body of men, which had been voted for the sea service, by the Irish parliament. He continued in this employment nearly the whole remainder of the war; and by the exertions which he made, aided by the general esteem in which he was held, he greatly advanced the service.

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[*] Earl St. Vincent, who then commanded the Foudroyant, greatly distinguished himself on this occasion, in capturing the Pegase, of 74 guns, and 700 men.

During the same period, l'Artois remained on the Irish station, under the temporary command of her first lieutenant.

On the cessation of hostilities, Captain Macbride quitted this ship; and, in the month of July, 1783, he was appointed to the Druid frigate, of 32 guns, in which he was employed to cruise in the Irish Channel. He retained this command until the latter end of 1784, or the beginning of 1785; after which he was for some time out of commission.

In the last-mentioned year, he was returned to parliament, as a representative of the town of Plymouth. During the time that he held his seat, which was till the year 1790, he distinguished himself by opposing an expensive plan, which was then in agitation, for fortifying the dock-yards; not only as a member of parliament, but as a member of the board of officers, which was convened for the purpose of investigating the propriety of the measure. He also gave a firm support to every proposal which was calculated to advance the good of the service, or the welfare of his brother officers; and steadily endeavoured to remedy such abuses as had crept into the civil departments of the navy.

In 1788, Captain Macbride was appointed to the Cumberland, of 74 guns, a guard-ship, stationed at Plymouth; in which he remained during the customary period of three years.—In July, 1790, he repaired to Torbay, with the Cumberland, as one of the fleet assembling there, under the orders of Lord Howe, in consequence of an apprehended rupture with Spain.

On the 1st of February, 1793, at the commencement of the late war, he was promoted to the rank of rear-admiral of the blue squadron. His flag was some time on board his old ship, the Cumberland, in the Channel fleet; but he afterwards shifted it into the Quebec, of 32 guns, and took the chief command on the Downs station.—In the spring of this year, he was engaged in taking possession of Ostend, on the retreat of the French; and in checking their progress, in the month of October, after the failure of the attempt on Dunkirk, by convoying thither a reinforcement of troops, under the command of General Sir Charles Grey.—On the 1st of December, he sailed from Portsmouth, with the following squadron of frigates and several transports, with troops on board, commanded by Earl Moira, for the purpose of making a diversion in favour of the royalists, on the coast of Brittany and Normandy :—

Ships.	*Guns.*	*Commanders.*
Flora	36	John Macbride, Esq. rear-admiral of the blue. Capt. Sir J. B. Warren.
Triton	28	—— George Murray.
Eurydice	24	—— Francis Cole.
Fury	26	—— Frank Southern.
Albion, armed ship	20	—— Swaffield.
Amphitrite, armed ship	20	—— R. R. Bowyer.

In 1794, this officer was appointed to the command of a small squadron, stationed to the westward ; but, though much occupied in cruising, he met with no opportunity of increasing the reputation which he had so long possessed. Unfortunately, too, he was for some time rendered incapable of taking an active part in his profession, from the accident of breaking his leg, whilst mounting his horse.—On the 11th of April, he was made rear-admiral of the red squadron ; and, on the 4th of July following, vice-admiral of the blue.--In the course of this year, and the following, he had his flag on board several ships ; amongst which were, the Echo sloop, the Minotaur, of 74 guns, and the Sceptre, of 64.

On the 1st of June, 1795, he was promoted to the rank of vice-admiral of the white squadron ; and, early in 1796, he hoisted his flag in the Russell, of 74 guns, and was employed in the North Seas, to watch the motions of the Dutch fleet, then lying in the Texel.—He quitted this command before the close of the year, and never afterwards held any other.—On the 14th of February, 1799, he was made admiral of the blue squadron ; an honour which he enjoyed but a short time, as he died, much regretted, in the course of the year 1800.

Admiral Macbride, we believe, was twice married. His first wife, by whom he had several children, was the daughter of a naval officer ; but, whether any of his offspring survive, we have not been able to ascertain.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

COPY OF THE ORDERS TO SIR JOHN DUCKWORTH TO PROCEED TO THE DARDANELLES; DATED JAN. 13, 1807.

(Most secret.)

SOME late proceedings on the part of the Turkish government, indicating the increasing influence of the French in their councils, and a disposition in the Porte to abandon the alliance which has happily subsisted between that government and his Majesty, inducing a conduct on their part which it would be inconsistent with the dignity of his Majesty's crown to submit to, have determined the king to adopt such prompt and decisive measures as are suitable to the occasion.

On the other hand, the last accounts, of date the 13th October last, from his Majesty's ambassador at Constantinople, stated the matters of difference to have been amicably adjusted; yet, as recent events may have an effect unfavourable to his Majesty's interests, it is necessary that a squadron, under the command of a judicious and skilful officer, should proceed to Constantinople, to be ready to act with vigour and promptitude, as circumstances and the state of affairs on his arrival may make necessary.

You are hereby required and directed to take under your orders the ships named in the margin,* which you are to collect as you arrive at the stations and ports where they are, and having completed the provisions and water to four months at Gibraltar, proceed as expeditiously as possible to the Straits of Constantinople, and there take such a position as will enable you to execute the following instructions:—

On your arrival at Constantinople, you are to communicate with his Majesty's ambassador as soon as possible, sending him the accompanying despatches, and consulting with him on the measures necessary to be taken.

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* At Sicily, Palermo; Pompée, Rear-admiral Sir S. Smith. In the Archipelago, under the orders of Rear-admiral Sir T. Louis, Canopus, Thunderer, Standard, Endymion, Active, Nautilus, Delight, Royal George, Windsor Castle, Repulse, and Ajax.

Should the subject of difference have been amicably settled between the Turkish court and the British ambassador, as was stated in the last accounts from him, the relations of amity are to be maintained; should, however, the reverse be the case, or should the representations which Mr. Arbuthnot is instructed to make to the Turkish government fail of their effect, you are to act offensively against Constantinople. But as from a barbarous practice of the Turkish government, it may happen, that the ambassador, and the persons of his suite, are forcibly detained, in such case, before you proceed to any actual hostility, you are to demand and insist on the release of that minister and his suite, together with all those who belong to and compose part of the British factory; and in the event of the demand not being complied with, you are to proceed to measures of hostility against the town. If Mr. Arbuthnot shall not have been forcibly detained, or, having been detained, should be released in consequence of your requisition, you are then to communicate and consult with that minister on the measures proper to be pursued, and govern yourself in your further proceedings by such communications.

Should the result of your communications with Mr. Arbuthnot determine, and he inform you it is his opinion that hostilities should commence, having previously taken all possible precaution for the safety of that minister, and the persons attached to his mission, and having disposed the squadron under your orders in such stations as may compel compliance, you are to demand the surrender of the Turkish fleet, together with a supply of naval stores from the arsenal, sufficient for its complete equipment, which demand you are to accompany with a menace of immediate destruction of the town.

At this crisis, should any negociation on the subject be proposed by the Turkish government, as such proposition will probably be to gain time for preparing their resistance, or securing their ships, I would recommend that no negociation should be continued more than half an hour; and, in the event of an absolute refusal, you are either to cannonade the town, or attack the fleet wherever it may be, holding it in mind that the getting the possession, and, next to that, the destruction of the Turkish fleet, is the object of the first consideration. On the adoption of hostilities, the communication of that decision to the commander in chief of the British army in Sicily, and the officers commanding the squadron on the coast of that island, must be as prompt and immediate as possible, sent by a fast sailing vessel; and the more to insure this important communication, a duplicate should follow in a very few days, orders having been sent to General Fox to detach 5,000 men for the purpose of taking possession of Alexandria, as soon as he is informed that hostilities have commenced; which armament you must regard as acting within the sphere of your co-operation, and be prepared to give all the assistance to it that is in your power.

When hostilities have been entered upon in that quarter, it will be of the first importance to possess a naval station in the Archipelago. The island of Milo, from its situation and the excellence of its harbour, presents itself as best calculated for preserving the communication in the Archipelago, and such as will certainly be necessary in the Morea. In proceeding up the Archipelago, pilots are procured at Milo, and when you are there for that purpose it will be a favourable opportunity for you to examine how far the possessing yourself of it is practicable, and what force will be necessary to maintain it, and make such communications to General Fox on this subject, and request for troops, as may be wanted to possess it.

His Majesty's ship Glatton is stationed in the bay of Smyrna, for the purpose of receiving on board the persons and property of the factory resident there, whenever circumstances make it necessary for them to embark; and as this will depend upon the operations at Constantinople, you will give Captain Seccombe and the factors timely notice for their security.

Having thus detailed particularly the situation of affairs at the Porte, and what are the instructions of his Majesty in the event of a war with Turkey, yet in a service of this nature many circumstances will doubtless occur which cannot be foreseen, and can only be provided for by an intelligent mind upon the spot; in your ability a resource will be found for every contingency; and in your zeal for his Majesty's service, a security that for the full execution of these instructions whatever is practicable will be done.

The force which is appointed for this service is greater than the original intention, as it was expected the Russians from Corfu would be ready to co-operate with you; but as its success depends upon the promptness with which it is executed, I have judged it proper (that no delay may arise from their squadron not joining) to increase your force by two ships. I have, however, written to Vice-admiral Sercovin to request him to detach four ships with orders to put themselves under your command; and that you may be possessed of all the force that can be applied to the important service under your immediate direction, you are hereby authorized to call from the coast of Sicily whatever can be spared from the perfect security of that island, as well as the despatch vessels at Malta; but as little more naval force is at Sicily than is absolutely necessary for its defence, and the convoy which may be wanted for the troops, a strict regard must be had that that island is not left in a weak state of defence; while employed on this service, you must take every opportunity of communicating to me your proceedings in as full detail as possible, transmitting to me by such opportunities the general return and state of the squadron.

In the event of your finding a pacific and friendly disposition in the Porte, so that the squadron under your orders is not required in hostile operation there, you are to detach a flag officer with such number of ships as are not wanted, which detachment being made up five ships of the line from those at Sicily, you will direct to proceed off Toulon, endeavouring to fall in with any squadron of ships the enemy may have put to sea thence; not finding the enemy at sea, those ships attached to the service of Sicily are to return to their stations, and the flag officer with the others are to proceed and join me at this rendezvous.

I enclose for your information copies of the orders delivered to Rear-admiral Sir Thomas Louis, and Captain Seccombe of the Glatton. Given on board the Ocean, off Cadiz.

(Signed) COLLINGWOOD.

TRAVELS IN AMERICA.

The following interesting narrative is extracted from the journal of two gentlemen, who recently undertook a journey through North America, from the Gulf of Florida to Quebec:—

"We left this place (New York) on the 25th July, 1806, taking with us only a change of linen, and we arrived there again on the 18th of July, 1807. We travelled mostly on foot, excepting where a water passage offered. My brother William employed himself in taking sketches of most of the fine views and natural curiosities that have come in our way. Our route was first to Albany, the falls of the Mohawk and Niagara rivers, thence across Lake Erie, down the Alighanny river, to Pittsburg. Here we stayed for three or four weeks, having fitted up a boat peculiar to these rivers, called an ark, with a fire-place and sleeping-birth.

We laid in our stores of provisions, cooking utensils, &c. and commenced our voyage down the mighty rivers Ohio and Mississippi on the 1st December, and arrived at Orleans in April, in our boat, in which we had lived fourteen weeks. These arks are literally floating wooden houses; the one we had was 24 feet long and 12 feet broad, and square at both ends. Rowing or sailing was out of the question: we trusted to the current for head-way; we had a pair of large oars for guiding the boat clear of rocks, old trees, &c. The Ohio is gentle and placid, unless agitated by storms, which are very common; in such cases, we made our boat fast to a tree on shore. In still, serene weather, we suffered our vessel to float night and day, sleeping soundly till the morning. The average run of the current was about three miles an hour. On its banks are many handsome towns, and the country abounds in game. At Marietta were three ships of 300 tons, nearly finished. It is a curious fact, that ships built above 2,000 miles inland, should have a natural navigation to the ocean. The character of the Mississippi is entirely different from that of the Ohio: its waters very muddy and boisterous; its banks flat and uninhabited for a hundred miles together, and no chance of getting provisions, but occasionally from the wild men of the woods. These harmless creatures often boarded us from their canoes; and their visits were welcomed, as they brought us venison, turkies, wild honey, bear-meat, &c. for which we gave them apples, biscuits, &c. These things were very grateful to us, after living four or five weeks upon bacon. On the Mississippi, boats seldom attempt to float in the night, this powerful river running in many places at the rate of eight miles an hour, and being very full of large timber, whose limbs often appear above the water, and against which the current roars with the noise of a cataract. From New Orleans we returned by land to New York, a journey very little short of three thousand miles the route we took, as we went considerably out of our way to see some natural curiosities. We travelled about fourteen days in Lower Louisiana. From the city of Natches, on the eastern shore of the Mississippi, to Nashville, is a wilderness of about five hundred miles, inhabited by two powerful nations of Indians, the Chaitaws, and the Chihawaws. At Natches we purchased a mule, and packed our provisions for 20 days, for the performance of this journey. We now entered quite a new kind of life. We slept regularly in the woods; our bedding consisted of a blanket and bear-skin, with a thin tent, which answered the double purpose of a mosqueto-bar and a shelter from the night dews. We had a tomahawk, a flint, a steel, and tinder, and thus equipped we commenced our journey, making a fire two or three times a day, for the purpose of boiling our chocolate, toasting our bacon, &c. At night, we made a good fire, as near as we could bear it, and with a good length of rope we tied our mule to a tree to graze. We had fine weather, and all went on very pleasantly for some time, when I was seized with a second-day ague. This shook and tormented me very much, and at last I was obliged to lay up in an Indian wigwam for about a week. These good creatures did all they could for my comfort, which, however, was not much, the best bed they could give me was a bear-skin on the ground. This happened about 200 miles from the abode of white men. I got something better, but the ague left me very weak for some time. In our route to this place, we came through the state of Tenessee, by the way of Nashville, Knoxville, Virginia, Maryland, Delaware, and Pennsylvania. We likewise passed through the federal city, Baltimore, and Philadelphia; at the former place we were gratified with a sight of Mr. Jefferson. He was returning from his morning ride, unattended even by a single servant: this, we were told, was his usual custom. We have planned a journey to Boston, and one to Lower Canada, Montreal, and Quebec, which will finish our travels in this land, when we shall return to visit and consult with our friends, as to our future proceedings."

TESTIMONY IN FAVOUR OF CALCUTTA CANVASS.

THE following extract of a letter from Captain Gilchrist, of the American ship Caravan, dated Prince of Wales's Island, June 24, 1807, gives a very favourable representation of the quality of Calcutta canvass:—

"I do not forget that, on leaving Calcutta, I promised to give you an account of the canvass supplied from your looms. I am happy to assure you, that the service it has undergone declares the excellence of its quality, which has proved far beyond even my sanguine expectations, and your own assurances in its favour. It will be sufficient to say, that I had it in constant use, from Bengal to America, thence to Europe, and again back to America, and from America to this port, where, upon examination of my sails, I expect that they will carry me hence to Canton, and thence finally back to America. When the people of America become a little more acquainted with the quality of your Sudian canvass, I have no doubt of its becoming a considerable article of importation from Bengal to the United States. The difference in the price of your canvass, and European Duck, is incomparably greater than the difference in the value of the canvass. For light sails I should prefer your Bengal cloth to that of Europe. Could you get your workmen into the way of making greater difference in the numbers, and also to make the fillings considerably larger, the canvass would be materially improved, as the cloth invariably splits lengthways, owing, in my opinion, to the fillings not being sufficiently heavy."

TELEMAQUE SHOAL, IN THE EAST INDIES.

The following account is communicated by Captain Edwards, of the American ship Pallas, of Salem, who made the Telemaque Shoal on his passage from Boston to Calcutta, January 11, 1807, by a very good observation in lat. 38° 03′ south, and by account 23° 00′ east, from London:—

At 1 P.M. one of my people observing the water to be very much discoloured and spotted, as if passing over rocks, called all hands on deck, most of them being at the time below at dinner; I ran on deck myself, as soon as possible, and found the alarm was not without foundation, the water being very white, and spotted: I immediately went aloft with my glass, and found that the ship was passing over the north-east point of the shoal, the water greatly discoloured, spotted, and rippling very much. I saw two places on which the sea broke very high, bearing from the ship W.N.W. and W. S. W. the former apparently being the most dangerous. As its extent to the south eastward was beyond the reach of my eye, assisted by a good glass, and a very clear day, and from the distance run by the ship, I should suppose it to be six or seven leagues in length from N.E. by N. to S.E. by S. and as I could distinctly see the clear blue water on both sides, conclude it is narrow, not more than a mile, or a mile and a half wide, in any part, and it is not more than twice the length of the ship in width, at the north-east point, where the ship passed it. It is probable that the water is very bold all round it, as the ship, at not more than half a mile distance, run two or three hours in water very little discoloured; there was a great rippling the whole length of the shoal, but no breakers, except on the two places mentioned before. It extended far to windward of the ship's wake, and its appearance was so alarming, that I thought it imprudent to heave round, as I otherwise should have done, and passed to leeward of it: it was too dangerous to bear down upon with the ship, and the sea too rough to examine it with the boats. I did not sound, because the situation of the ship, with a fresh north-easterly wind which brought it direct to leeward, prevented my heaving-to, to sound, and it was not possible to get bottom when the ship was under way. I, with others, regret my situation prevented me from ascertaining it more particularly; but can with confidence say, that it will not admit of a doubt that it is a shoal of considerable extent and danger, and I should recommend to all navigators to be very cautious, and keep a very good look-out in passing it. The mean of two distances of the sun and moon, January 4 and 5, worked up to the time when the shoalest place was bearing W.N.W. makes it to lie in long. 22° 58′ 22″ east from London, and by a good observation by the meridian altitude of the sun, in lat. 35° 05′ south; the longitude of the above place, by the mean of four reckonings, brought forward to the above bearings, 23° 6′ 45″ east from London. Was boarded five days after this discovery, by his Britannic Majesty's ship Lord Duncan, Captain Hart, and his chronometer would place it about 40 miles further westward; but his distance by sun and moon nearly the same.

NAUTICAL SURVEY, IN AMERICA.

A SURVEY has been made, by order of Congress, of that part of the coast of North Carolina which lies between Cape Hatteras and Cape Fear. This survey was performed during the last summer by Captains Price and Coles, who have made a valuable report of their observations, accompanied by a new chart of the coast. In this they consider that the shoals of Cape Hatteras are commonly delineated on the maps too far westward, thereby endangering navigation under the mask of supposed security. They have found the bottom of the ocean in those parts to be a loose sand, moveable by the waves, and often with gravel, ooze and shells, and changing its position. They have sounded the coast of Capes Hatteras, Look-out, and Fear, quite to the margin of the gulf stream. Through the Frying-pan shoals, off Cape Fear, they have discovered an opening not hitherto known, ten miles from the land, which may be of great importance to the coasting navigation. This is the second survey made by order, and at the expence, of the American government; the first being a hydrographical survey of Long Island Sound, completed a few years ago; a chart of which has since been published by two of the persons employed, Captains Fordick and Cahoone. The information furnished by the second undertaking has been followed by an ample provision for a maritime survey of the whole coast of the United States. In February, 1807, an Act of Congress was passed, appropriating fifty thousand dollars to enable the president to cause a survey to be made of the coasts, and of all the islands, shoals, roads, and places of anchorage, within twenty leagues of any part of the shores of the United States; as also the courses and distances between the principal capes and head-lands.

ANNIVERSARY OF THE BATTLE OF TRAFALGAR.

ON this memorable day, the members of the Nelson Club dined at Healey's Hotel, Sheffield, in honour of the glorious memory and actions of that illustrious British sailor, Horatio Nelson. It is a pleasing reflection, that a society is established there, as well for benevolent purposes, as for annually paying a tribute of gratitude to his beloved memory.—The following toasts and sentiments, among many others, were enthusiastically drank by the company: "The glorious and immortal memory of the late Lord Nelson."—"The king, with three times three."—"The noble and patriotic institution at Lloyd's, and the rest of the patriotic societies in the kingdom."—"The British fleet, and may the spirit of Nelson never desert it."—"May the enemies of Great Britain never tread its shores.—"Lord Collingwood, and the surviving heroes of the battle of Trafalgar."—"Admiral Gambier, and our brave countrymen off Copenhagen."—"The Wooden Walls of Old England."—"Sir William Sydney Smith."—"May the voyage across the Atlantic never make the inhabitants of America forget they were once the natives of Old England."

The anniversary of the glorious victory off Trafalgar was also commemorated in Bristol, in a manner becoming the character of the country, and the solemnity of the occasion. The morning was ushered in by the ringing of bells; flags were suspended from the different churches and public buildings, and the representation of the loss of our immortal hero, displayed in various parts, appeared rather to consecrate than to depress the emotions of national pride and patriotism. The Trafalgar Society met at Mr. Reves's Hotel, and many other parties were assembled to pay their tribute of respect to the memory of the achievers of our naval glory.

CAPTAIN DILLON'S OFFICIAL ACCOUNT OF AN ACTION, BETWEEN THE CHILDERS SLOOP OF WAR, AND A DANISH SHIP, OF SUPERIOR FORCE.

From the circumstances of the case, the following letter of Captain Dillon's, to the Admiralty, has not appeared in the Gazette. The Board, however, have signified their high approbation of his conduct, as well as that of his officers and crew, by official letter, and have conferred on him the rank of post captain :—

" SIR, " *Leith, March* 18, 1808.

" I have the honour to acquaint you, that on the 14th inst. at four P.M. when standing in for the coast of Norway, a sail was discovered in-shore, and, on seeing us, appeared to be seeking a port in safety. We instantly gave chase, with a fresh breeze from the eastward. As we neared her, she was hauled among the rocks, out of our sight, to take shelter in the small port of Midbe. Immediately a number of boats came out to her assistance, I suppose with the intention of removing her cargo. I despatched Mr. Wilson, acting master, accompanied by Mr. Knight, mate, with the cutter well armed, to bring her out; the jolly-boat was also sent, with Mr. M'Nicholl, gunner, and Mr. Le Neve, purser, who volunteered his services. This duty was performed by Mr. Wilson with the utmost gallantry; for when mixed with the boats, they were dispersed in all directions, leaving him at liberty to board the vessel, in doing which he was opposed by the inhabitants with musketry, whilst others hurled down stones upon our men from the top of the precipice, under which she lay secured; however, she was carried without any loss, to the astonishment of an increasing multitude, who crowded together on the surrounding heights. She is a galliot (name unknown, her crew having deserted her), with only part of her cargo, consisting principally of oil and fish. Scarcely had the galliot hove in sight from under the rocks, when a large brig was observed coming out of Hitteroe. He bore down on us with confidence, indicating a vessel of force, and apparently with the design of rescuing the prize. About six, he got upon our weather beam, and judging him to be within reach of our guns, I sent a challenge, by firing a shot over him. He hauled his wind close, and kept in shore. Finding he would not join us, I made sail for the purpose of bringing him to action, which soon commenced at half gun shot range, distant from the shore half a mile, passing each other on different tacks. When he received our first broadside, he caught fire forward, and had we been closer at the moment, to profit by his confusion, I have no doubt of the result. He kept so near the land, that he was held from our view, so that we could only be guided in our fire by the flash of his guns, and were also, from this circumstance, prevented weathering him. We continued engaging him in this manner for three hours, but found he had a decided advantage over us. The Dane was a man of war, well appointed in every respect, carrying long 18-pounders, and seemingly had taken fresh courage after a few of our broadsides, as if aware of our inferiority to him in weight of metal, the Childers bearing only 12-pounder carronades: latterly, his guns were so well directed, that every shot did us mischief, particularly between wind and water. Observing, that nothing could be done whilst he kept so near his own port, from whence he might at pleasure draw fresh supplies of men, I conceived the plan of enticing him out to sea, where the contest would be more equal, by giving us an opportunity of forcing him to close action, which he had hitherto so repeatedly avoided. In order to effect this, I stood out under easy sail. It was some time before he relished the idea of following us; but in the end he did so. At 11 he was about three miles off the land. I set the courses and tacks, intending to weather him. As we approached, the wind unfortunately headed us, and foiled our attempt. I therefore passed under his lee, as close as it could be done without touching, and poured round and grape upon his decks, which I imagine did the Dane much damage, for we distinctly heard the groans of the wounded; his guns also did us material injury, most of his shot taking us between wind and water; and when on the point of renewing the battle, it proved impossible. In the mean time the enemy tacked, and made sail to regain the shore, and we shortly after lost sight of him. I was mortified that our situation would not admit of our pursuing the enemy. We had five feet water in the hold, the magazine afloat, the lower masts wounded, bowsprit and mainmast badly, and the pumps increasing on us in such a way, as to make it doubtful whether we should be able to prevent our vessel sinking under us. In this position we bore up to secure our prize, with the only satisfaction left us of having drove a man of war, of much superior force, off the field of action, which we kept during the space of six hours, in the very entrance of his own harbour.

I therefore trust, that when the above particulars are seen in their proper light, it will be found that, although not successful in capturing the enemy, the Childers has supported the glory of the navy, and the honour of the British flag. I am happy to have this opportunity of testifying the spirited conduct of my first lieutenant, Mr. Edmonds, as well as the other officers and crew, who on this occasion behaved with that determined courage which at all times distinguishes the bravery of English seamen. Mr. Drummond and Mr. Gordon, pilots, deserve much praise for the able manner in which they conducted us among the rocks. The acting carpenter, Mr. Mason, has rendered himself worthy of his appointment, by his ability in stopping the shot-holes. Not being able to keep at sea, from the nature of our leaks and wounded masts, I could not put into execution the remaining part of your orders; have in consequence judged it proper to return to this anchorage with my prize. I am, &c.

"*Rear-Admiral Vashon, &c.* "W. H. DILLON."

P. S. "We could not possibly ascertain the number of guns on board the Dane, but having measured his length, in which he had considerably the advantage of us, we are all of opinion, that he had, at least, nine ports on a side; the shot on board us weigh 20 pounds. Enclosed is a list of killed and wounded, as well as an account of the damage we sustained during the action."

A List of Killed and Wounded on board his Majesty's Ship Childers, in the Action with the Danish Brig, off the Nase of Norway, on the 14th of March, 1808.

KILLED.—Mr. Roberts, captain's clerk, shot through the body; William Jones, boatswain's mate, through the belly, and left leg and arm off.

WOUNDED.—Captain Dillon, badly in both legs, his arms and shoulders very much contused; Mr. Batters, midshipman, slightly on the thigh and hand, by a splinter; Mr. Parker, midshipman, slightly on the belly and right arm; Corporal Allander, of Marines, slightly on the head; John Holding, seaman, badly on the hand, lost one finger; Dennis Bark, seaman, badly on the face and head; John Constable, private marine, slightly on the forehead; and John George Marshall, boy, slightly on the thigh.

CURIOUS CAPTURE OF AN AMERICAN VESSEL.

An American vessel has lately been captured by the Crescent privateer, which afterwards put into Crookhaven, in the west of Ireland, under curious circumstances. The privateer belongs to Plymouth; she was prepared for her cruise so disguised as not to be distinguished from a French privateer in appearance; and to keep up the deception more effectually, as many of her hands as forms a boat's crew were Frenchmen, and a respectable looking person on board her, a Frenchman, passed for the master. Her real master, when necessary, affected to be an American, and the entire crew wore occasionally the dress of a French privateer's crew. In this state of equipment, the privateer fell in with the American vessel alluded to. The French boat's crew, and the fictitious American, boarded her. Some conversation occurred between the latter and the master of the American vessel, in which he represented to him, that he had also commanded an American trader, but that in consequence of having touched at an English port, she had been captured at sea by the privateer near him, and sent into L'Orient; and he at the same time intimated his apprehension that the vessel he was then on board of would share a similar fate. The American master did not appear much alarmed by his anxiety, and took him into his cabin, in confidence of countrymanship, to explain the reason. He then communicated to him that all the property he had on board was Spanish, and in confirmation of his assertion, he turned round a clete in his cabin wainscotting, which never would have attracted suspicion, and from a small aperture, which it covered, he drew out several Spanish papers, ascertaining the cargo to be as he represented. His countryman, as he supposed, after having examined the papers, and being assured of the real character of the property, discovered himself, to his utter astonishment, to be the master of an English privateer. He consequently took care of the Spanish papers; and in his solicitude for the preservation of the property, sent the American vessel into Plymouth, until it could be advantageously disposed of; but he relieved his American friend from any further concern in it.

ESCAPE OF FRENCH PRISONERS FROM A PRISON SHIP.

EARLY on Thursday morning, the 7th April, eleven French prisoners made their escape out of the Vigilant prison-ship, at Portsmouth, by cutting a hole through one of the ports of the ship, and swimming to the Amphitrite, a ship in ordinary which is fitted up for the abode of one of the superintendant-masters. There they clothed themselves with the great coats of his boat's crew, lowered down the boat, and went and took possession of one of the finest unarmed vessels in the harbour, called the master-attendant's buoy-boat.—They immediately got her under weigh, and sailed out of the harbour at about five o'clock that morning, and, it is supposed, reached either Cherburgh or Havre in the evening. Several persons saw the vessel go out of the harbour, but no one suspected in whose possession she was. There were three men on board her, whom they have taken to France.—The vessel is valued at upwards of 1,000l. being in every respect well found. The commissioners' yacht was sent after her, but their escape was not known in time to make the pursuit successful: she returned in a few hours.

INCREASE OF NAVAL OFFICERS.

The following lists will shew the increase of officers, in the navy, during the last thirty-five years:—

On the 1st of January, 1773.		On the 1st of January, 1808.	
Admiral of the fleet	1	Admiral of the fleet	1
		——— of the red	18
——— of the white	2	——— of the white	14
——— of the blue	6	——— of the blue	15
Vice-admirals of the red	3	Vice-admirals of the red	16
——— of the white	5	——— of the white	15
——— of the blue	5	——— of the blue	24
Rear-admirals of the red	4	Rear-admirals of the red	11
——— of the white	3	——— of the white	18
——— of the blue	4	——— of the blue	29
Captains	327	Captains	700
Commanders	120	Commanders	499
Lieutenants	932	Lieutenants	2900

CORRESPONDENCE.

PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

Letter II.

Sir,

One of the prominent points in the management of the navy, has been, of late years, the blockading the enemy's fleets in Brest, Toulon, Rochefort, or Cadiz; and much difference of opinion subsists respecting the manner in which this service is performed, or whether it should be performed at all. It has been my lot to have assisted at the blockade of two of the above ports: Toulon I have only seen a little of; but though never concerned in blockading an enemy's fleet in the harbour of Cadiz, I am well acquainted with it, and the coasts near it, and am of opinion, that it is the only port, of those above mentioned, which can be blockaded to advantage. Ships in this service have for the greatest part of the year a fine climate and good anchorage; though this latter advantage, I understand, has not been made much use of by the present commander in chief; but the monotony of tacking and wearing, kept up for a long series of months, to the infinite injury of masts, yards, rigging, sails, and ships, is truly vexatious. I will not descend to particulars, because I have them only from hear-say evidence, but I believe one three-decker was more than twelve months under sail, while a fever was prevalent on board her a considerable part of the time. However, I think an enemy's fleet may be blockaded in Cadiz without our own ships suffering any thing, but from mismanagement.

Toulon stands next in order, in point of ease of blockade, but I am not competent to speak of it from experience.

From Brest, I conceive that a fleet which can patiently endure the insult of an equal or inferior fleet cruising off the harbour, till a convenient opportunity to sail, will very frequently find such to offer. For instance—upon the coming on of a strong S. W. or western gale, the British fleet bear up for Torbay, with the chance of some masts, yards, and sails being damaged. Suppose the French fleet, which has no such risk, prepares to make the first use of the change of wind, it starts with all the advantage of its distance to the westward, and a fair wind out of the harbour, while the British fleet has often to beat to windward out of Torbay; and when the intelligence arrives of the sailing of the French fleet, the same measures exactly must be taken, as if there had been no blockade at all. I would not advise that our Channel fleet should lie always in Torbay, or elsewhere, till the enemy has sailed; but I would discontinue the rigid system of blockading by a fleet of ships of the line in winter, and only pay a visit off Brest occasionally, in such weather as did not afford probability of much risk to our ships. I believe the officers who have been used to the Channel fleet, all wonder at the "hair-breadth escapes" they have had, in going in and out of Torbay in the winter gales. In the summer time I should suppose that the anchorage outside Falmouth harbour might be used to good effect in taking in water, fresh provisions, &c. The present mode of doing so much with boats at sea, is attended with great danger, labour, and expence, besides the infinite waste that attends many articles, by victuallers joining the fleet in weather when they cannot be unloaded, or when by some change of position of the fleet, they are for some time missed. I rather believe that the noble earl, who with much skill and perseverance blockaded the port of Cadiz for some time, occasioned the experiment to be made of managing the fleet off Brest in the same way; but those who know the different circumstances attending the two services, will wonder that the same means of executing them could ever have been thought of. The risk, trouble, anxiety, expence, waste, and danger, of victualling a fleet at sea, should never be incurred but in cases of extreme necessity; and, with respect to the fleet stationed to watch Brest, I think a very little management in the arrangement of the ships would for ever preclude such necessity. I conclude that there are obstacles which have always prevented our possessing ourselves of Ushant during a war, or it would have been done, as its possession would render the watching of Brest so very easy, with a few frigates or sloops of war, to communicate from that island to the Lizard, from whence signals or telegraphs might convey the intelligence when necessary. There is a great danger, under the present system, of a whole fleet wanting repair at the same time, and such repairs as will occupy a great deal of time.

The noble earl before alluded to is possessed of very peculiar talents, which have borne him through a system of discipline and management, for which, when he begun it, perhaps there was a good deal of reason, as he found a lax sort of command the order of the day. But when occasion has once put power in the hand of man, it is I believe only a Washington who has known how to relinquish it. At present I shall allude only to that part of his plan which made him force labours of extreme difficulty and danger on officers and men in boats; and in this he has, unfortunately, been imitated by many who could not judge so well of the exact service which they could perform. I offer this remark to every officer who may honour this with a perusal.

One great error which has crept in through the same channel, is the short space of time allowed the ships to refit when they come into port, a measure by which the country is far from being benefited. After the heavy service of the blockade of Brest, or Rochefort, for a year or more, a ship is allowed perhaps eight or nine days to refit in Cawsand bay, when the distance from the dock-yard alone occasions a very severe labour to the officers and boats' crews, and the short time occasions every thing to be done in a hurry; and some repairs have been ordered to be completed there, which could not possibly be well done. Perhaps it might have been intended to make the stay of a ship in harbour so very uncomfortable, as to occasion a desire even for a cruise off the Black Rocks in preference. I am of opinion, that three weeks at least should be allowed for such refitting, as eight days have been allotted for, and during that time, every officer and man should have leave to go on shore, unless confined on board for bad conduct.—*This is the way to prevent desertion.*—A squadron of six or seven sail of the line should always be ready in Torbay, or off Falmouth, according to the season, to start in any pursuit. This service should be taken in succession by the ships as they have been refitted; and, as one joins, the longest on that employ should join the squadron off Rochefort, and release the ship longest on that station, which ship should join the grand fleet.

A squadron should in general be kept off Rochefort, while it is the fashion for the chosen flying squadron of the enemy to make it their station; though perhaps it would be cheaper to keep a stronger force ready to meet them on our foreign stations, than to watch them in so tempestuous a sea as the Bay of Biscay, and where the same ease of escaping, as I have mentioned to be the case at Brest, takes place. Experience is, I believe, fully on my side in this assertion. I remain, sir,

Your humble servant,

A. F. Y.

* * *

LETTER III.

SIR,

ANOTHER important point to which I would gladly draw the attention of our naval rulers, is, *an impartial distribution of the duty which is to be performed by our ships of war.* This is very far from being the case at present. One ship, calculated for any variety of service, is kept constantly taking coasting convoys; while another of the same class and properties has a series of advantageous cruises. Some ships are confined a dozen years almost in the East Indies; others, more than half that time in the West; till it is in vain for the wife or parent to come to the shore to hail the return of a long absent husband or son, when at last the anchor is cast in an English port. Many seamen have deserted, and the disorders of many more have proved fatal, in consequence of this injudicious, not to say cruel want of arrangement. Nor is this method less improvident, with respect to the expence attending the repairs of the ship abroad, than it is unjust to the men employed on board her. The petty officers and seamen, during all their long and wearisome years spent in unwholesome climates, receive no pay; and, from the ignorance of the executors of those who die abroad, and the great length of time the ships' books are before they are made up at home, a large portion of the wages that should have gone to reward the seaman, or benefit his surviving friends, passes to the already overgrown fund of Greenwich Hospital. Surely this evil, this outrage against justice and humanity, is too evident not to be removed when once noticed.

With respect to other branches of the partiality above alluded to, how many instances could be produced from the annals of any of our sea ports, of the advantages allowed to young captains of family, in drafts of men, assistance from the dock-yard in fitting out, and choice of destination afterwards, over that of the older seaman, who had *only* superior experience and abilities to adduce in his favour. One ship, or rather captain, will be for some years never out of sight of the Black Rocks, except for a few days during the winter gales, and his week of refit once a year in Cawsand Bay; while another has had all the advantage of the chance of honour and profit, which a succession of cruises with flying squadrons could give him.

It is not my intention, Mr. Editor, to bring forward particular instances of the grievances I allude to, as my sole wish is to attract the attention of those who have it in their power to remedy them. I firmly believe that very many of the instances which have offered themselves to my notice have been owing more to want of attention, or want of leisure to attend to all parts of the service, than to a wilful or vicious partiality; though I am too certain, that instances are not wanting, where even that detestable and ruinous principle has had full sway.

I have, in my first letter, mentioned my opinion, that there are not naval Lords of the Admiralty sufficient to perform all the duties of that Board, as they should be; and I was very glad to observe lately, that a *Board of Assistance* had been called in about the affairs of Greenwich, which of course would allow their lordships farther time for other business. So many officers are always in town, that a board of assistance might easily be selected any morning from the loungers in the waiting rooms. It would also be of service to the gentlemen thus called upon, by giving them information on points of service of which most of us are too ignorant.

I hope, however, the *mode* of payment is rather better than what I am told takes place with respect to the captains occasionally called in to pass examinations for lieutenants. It is said, that there the custom is for a porter to slip a guinea into the captain's hand, at going away, to pay his coach hire.—But I beg pardon for digressing.

Another system of injustice, which I have sometimes seen with regret, is, that a ship has been kept on a disagreeable station or service for an unusual length of time, because her captain had displeased his commander in chief. Now this I conceive to be an act of flagrant injustice, whether the captain has been right or wrong; for why should the officers and crew be punished for the captain's error? or why should one of his Majesty's ships be torn to pieces, because a captain has not been alert in his manœuvres, or quick in comprehending signals?—This should not be. This species of injustice leads me naturally to another: in consequence of a faulty manœuvre, I have known the signal for a captain to repair a-board the commander in chief's ship, when the fleet have been sailing nearly as fast as a boat could possibly sail or row, and the ship whose captain was summoned, far astern; and as the ship herself must not quit her station, the captain must set out in his boat. I have also seen more sail made, in order to make the labour the harder, and sometimes in weather in which a boat could not possibly be in the water without some danger to all in her. That a barge's crew should be kept at a full stretch of exertion for several hours, with the risk of drowning every minute as well, because a captain has not managed his ship properly, or because his commander in chief thinks he has not, appears to me as absurd and clumsy a piece of tyranny as can well be exerted. What the commander in chief wants is to reprimand the captain, not to drown the bargemen, or to row them into a fever. These inventions, Mr. Editor, spring evidently from a man with very high notions of power, and very slender knowledge of the way to carry that power into execution.

I will not at present trespass any longer upon your pages, which I wish to see filled by more able pens. In such a country as ours, a Naval Chronicle affords an ample field for interesting narrative, and valuable discussion. I do not think you have been assisted as you ought to have been; but I believe a pretty general diffidence pervades the service respecting epistolary, or any sort of literary communication. I only have ventured, because I observed those with better means and talents so backward. I wish that in future your materials may be so choice, as not to allow a vacant space for the inferior productions of A. F. Y.

MR. EDITOR, *Chatham, March* 31.

MY attention, in common with that of the rest of the public, having been attracted to transactions in the Levant, by the motions lately made in the House of Commons by the member for Barnstaple, tending to promote an inquiry into the causes of our late failure at Constantinople, I have naturally referred to all the papers already published connected with those operations; and I have been surprised to find that so interesting and important a document as Rear-admiral Sir Sidney Smith's report to Vice-admiral Sir John Duckworth, concerning the rear-admiral's successful attack on the Ottoman squadron, should have been withheld from the public. My intercourse with the Mediterranean squadron having put me in possession of a genuine copy of the documents in question, I offer it to your valuable work, as likely to gratify your naval readers, and more particularly as an act of justice to those individuals whose merits seem to have been overlooked by the higher powers, although so properly noticed and recommended by their immediate and heroic chief, who it is surprising to see yet undecorated with any *British** honorofic distinction, marked as he is with the admiration of the world at large.

Your humble servant,

NAUTICUS.

(COPY.)

His Majesty's Ship Pompée, within the Dardanelles,
"SIR, *February* 20, 1807.

"In reporting to you the entire completion of the service you were pleased to order should be executed by the rear division under my immediate direction, I need not inform you that the ships were anchored in the thick of the Turkish squadron, and in close action with them, as you must have observed it; but as the intervention of the land after you passed the point, prevented your seeing the subsequent operations, it is my duty to acquaint you therewith.

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* Sir Sidney is knight of the Swedish order of the Sword, conferred on him upon the field of battle in Finland, by the late king, Gustavus III. and of the Sicilian order of St. Ferdinand and of Merit, which he received two years ago from the present king, Ferdinand IV. but he is not even an English baronet, after 33 years arduous service.

"The Turks fought desperately, like men determined to defend themselves and their ships as long as they could; but the superiority of our fire, within musket-shot, obliged them in half an hour to run on shore on Point Pesquies, or Nagara Burun. As the redoubt on the point continued to fire, also as the ships kept their colours up, and the part of their crews which had deserted them remained armed on the beach, while a considerable body of Asiatic troops, both horse and foot, appeared on the hills, it was necessary to make an arrangement for boarding them, with some precaution; at the same time, that it was of consequence to press them closely before they recovered from the impression and effect of our cannonade. A few shells from the Pompée dispersed the Asiatics, and convinced them that we commanded the ground within our reach, and that they could not protect the green standard they had hoisted, which I caused to be brought off by Lieutenant Oates, of the Pompée marines, that they might not rally there again. The Standard's guns bearing best on the frigates on shore, I sent the Thunderer's boats to that ship, to be employed with her own, under the direction of Captain Harvey, making the signal to him to destroy the enemy's ships in the N. E. The Active's having been previously made to follow and destroy a frigate, which had cut her cable to get from under the Thunderer's and Pompée's fire, and ran on shore on the European side in the N.W. at the same time Lieutenant Beecroft, of the Pompée, was detached to take possession of the line of battle ship, on which the Thunderer's and Pompée's guns could still bear, under the protection likewise of the Repulse, which you had considerately sent to my aid; that officer brought me the captain and second captain, the latter of whom was wounded, also the flag of the rear-admiral who had escaped on shore, which I shall have the honour of presenting to you. The whole of the Turks were landed, in pursuance of your orders, including the wounded, with due attention to the sufferings of our misguided opponents, as I must call them, for the term enemy does not seem applicable, considering their evident good disposition towards us nationally. The ship was then set on fire by the Repulse's and Pompée's boats, and completely destroyed.

"Captain Harvey, in making his report to me of the conduct of the boats' crews under the command of Lieutenants Cartar, Waller, and Colby, of his Majesty's ship Thunderer, and of the marines employed with them to board and burn the frigates and corvettes, under the command of Captain Nicolls, speaks in strong terms of the gallantry and ability of them all. The latter, whom I have long known to be an intelligent and enterprising officer, after destroying the frigate bearing the flag of the Captain Pasha, which is preserved to be presented to you, sir, landed, and, profiting by the consternation of the Turks from the explosions on all sides of them, the effects of which occasioned no small risk to him, Lieutenants Fynmore, Boileau, and the party, he entered the redoubt (the Turks retreating as he approached). set fire to the gabions, and spiked the guns, thirty-one in number, eight of which are brass, carrying immensely large marble balls: as, however, the expected explosion of the line of battle ship made it impossible for the boats to stay long enough to destroy them effectually with their carriages, or to level the parapets, the wicker of the gabions being too green to burn, I have directed Lieutenants Carrol and Arrabin, of his Majesty's ship Pompée, and Lieutenant Lawrie, of the marines, to continue on that service, with the Turkish corvette, and one gun-boat, which you will observe by the return were not destroyed, and to act under the protection and direction of Captain Moubray, of his Majesty's ship Active, whose name I cannot mention without expressing how highly satisfied I am with the able and gallant manner in which he executed my orders to stick to the frigate with which he was more particularly engaged, and to destroy her. Captain Talbot placed his ship admirably well, in support of the Pompée, thereby raking the line of battle ship and the frigate we were engaged with, when I made his signal to anchor, as the Pompée had previously done, under the directions I gave for that purpose to Captain Dacres, which were promptly and ably executed; Mr. Ives, the master, applying his local knowledge and experience, as I had a right to expect from his long tried abilities, while Lieutenant Smith made my signals to the squadron in rapid succession, and with precision. Captain Harvey merits my entire approbation, for placing the Standard in the manner in which he did, and for completing the destruction of the others. Much as I must regret the loss of the Ajax, as a most efficient ship in my division, I have felt that loss to be in a great degree balanced, by the presence of my gallant friend, Captain Blackwood, and the surviving officers and men, whose zeal in their voluntary exertions on this occasion does them the highest credit: in short, all the captains, officers, and men concerned, merit that I should mention them in high terms to you, sir, as their leader, whose example we humbly endeavoured to follow. The signal success that has attended the general exertion under your direction speaks more forcibly than words.

"I have the honour to be, &c.
(Signed) "W. SIDNEY SMITH."

Vice-admiral Sir John Thomas Duckworth, K.B.

A Return of Turkish ships and vessels taken and destroyed by a division of ships under the immediate direction of Rear-admiral Sir Sidney Smith, K.S. and orders of Vice-admiral Sir John Thomas Duckworth, K.B. off Point Pesquies, February 19, 1807.

Burnt.—One line of battle ship, of 64 guns, four frigates, three corvettes, one brig, and two gun-boats.

Taken possession of.—One corvette, one gun-boat.

A Return of killed and wounded on board a division of ships under the immediate direction of Rear-admiral Sir William Sidney Smith, K.S. and orders of Vice-admiral Sir John Thomas Duckworth, in forcing the passage of the Dardanelles, the subsequent engagement with, and destruction of the Turkish squadron anchored off Point Pesquies, the 19th February, 1807.

Standard, Captain T Harvey.—Mr. William Shoebridge, boatswain, wounded; five men wounded.

Pompée, Captain R. Dacres.—Five men wounded.

Thunderer, Captain J. Talbot.—Lieutenant S. Waller, wounded; four men killed, and thirteen wounded.

Endymion, Captain Hon. T. B. Capel.—No returns.

Active, Captain R. H. Moubray.—No returns.

(Signed) W. SIDNEY SMITH.

Comparative List of the number of guns belonging to the Turks at Point Pesquies (or Nagara Burun) within the Dardanelles, and those belonging to the rear division, commanded by Sir Sidney Smith, which continued engaged till the final destruction of the Turkish squadron, then anchored to dispute the passage on the 19th of February, 1807, as directed by Vice-admiral Sir John Duckworth.

Ships.	*Guns.*	*Ships.*	*Guns.*
Standard	64	Redoubt	31
Pompée	80	One ship of	64
Thunderer	74	One frigate	40
Active	38	Two do. of 36 each	72
		One of	32
		One corvette of	22
		One do.	18
		Two of 10 each	20
		One brig of	8
		Two gun-boats of 1 each	2
Total	256	Total	309
			256
		Number of guns in favour of the Turks	53

MR. EDITOR, *March* 3, 1808.

IN the debates of the House of Lords, as given in a newspaper not long since, it was stated as an assertion of the First Lord of the Admiralty, when speaking on the subject of the Danish navy, *that we wanted ships, but not men.* His lordship's sources of information are so much better than mine, that I should yield implicit credit to the assertion, was it not so diametrically opposite to what I thought, not only the general opinion, but an established fact, that *we have plenty of ships, if we could man them.* His lordship alluded to the alacrity with which the protected seamen volunteered to bring home the Danish navy. But the greatest part of these protected seamen are not always in the way, and various important events may occur when the Greenland ships are amidst the ice in the north; or if at home, the service required may be such as their crews would not volunteer in. I understand also that there are now in port several ships in good repair (some housed over for the winter), and fit for service, but I do not hear where the men are who could be called on to man them, without paying off some other ships. Perhaps some of your correspondents may be able to inform us, in what space of time a certain addition to our navy could be manned, provided the ships are ready; and comfort us by elucidating this new state of affairs announced by Lord M.

I remain, sir, &c. &c.

MR. EDITOR,

AS you occasionally present *fac-similes* of the hand writing of distinguished officers, I take this opportunity of transmitting you the signature of the late Admiral Roddam; by inserting a copy of which you will preserve a memorial of a brave and much respected character.* It was written in October, 1806.

I am, &c. C. D.

R: Roddam

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* A portrait and biographical memoir of Admiral Roddam, are given in the IXth volume of the NAVAL CHRONICLE, page 253.—This officer, who was the senior admiral of the red squadron, died at Newcastle, on the 31st of March, in his 89th year.

CORRECT RELATION OF SHIPWRECKS.

No. XXIV.

> Again the dismal prospect opens round,
> The wreck, the shore, the dying, and the drown'd.
>
> FALCONER.

Detail of the Loss of the Ship ANNE, *Captain* KNIGHT, *on a Reef of Rocks, five leagues to the northward of the southernmost Souhelepur Island.*

APRIL 19th, 1804, at 11 P.M. the seacunny of the watch called out that he saw the land, and before any body else could distinguish it, being very dark, saw the appearance of breakers a-head; put the helm down immediately, for the purpose of bringing her head to the westward, but before it could be effected, the ship struck on a reef of rocks, sand, and stones—furled all the sails to prevent her going further on the reef—hoisted out the boats, and run the stream anchor out to the north, to keep her from forging ahead on the reef; sounded astern of the ship, and found the deepest water to the N.N.W. carried the small bower anchor out in a N.N.W direction, and let it go in four fathoms rock, sand, and stones; hove a great strain on the small bower, and finding that she did not go off, left off heaving, and sent the people below to heave out the stones, and stave the salt-water casks forward. At 12, the appearance of a squall from the southward, loosed all the sails, and hoisted them: at ½ past 12 a heavy squall from the southward, with heavy rain; hove all a-back, and kept heaving a great strain on the small bower, but without effect. Sent the people below again for the purpose of heaving up the stones, and at ½ past one, having lightened her considerably, hove again the small bower, but without effect: sent the people below again to heave out the remainder of the stones; but, instead of exerting themselves, and doing what was necessary for the safety of the ship, many of them began to plunder what they could lay their hands on, saying, that there was no danger, the land being very near. At three, hove again on the small bower, but without effect, and pumping out the water, started: at four, the gunner reported four feet water in the hold; still kept heaving, and at day-light the water had gained on the pumps to eight and a half feet; a heavy swell then setting in, the ship began to strike very hard, and observed several large pieces of sheathing and other parts of her bottom come up alongside: at five, the rudder unshipped, and carried away the greatest part of the stern, and stove in the counter on the starboard side, the water being within one foot of the 'tween decks: at ½ past five, the ship being bilged, she fell over on her starboard beam ends: finding nothing further could be done for the safety of the ship, left off pumping; the captain then ordered the syrang and lascars to get the masts and sails in the boats, also some rice and water for the people, which they refused to do, saying there was plenty on the island, and began to plunder the great cabin, and the officers' chests and trunks, during which time the captain being below for the purpose of securing his papers, he heard one of the lascars (Mahomed) saying to some of those who refused to get the provision in the boat, that when we got on the island they would take the first opportunity of killing the captain, officers, and seacunnies, and of seizing the boats and going to the Malabar coast.

In consequence of which the captain was resolved to quit the wreck as soon as possible, with as many of the other party as the boat could carry, and to leave the pinnace for the rest, with instructions to follow us: during this time, the seacunnies had got the long-boat's masts and sails in, with a small quantity of water and biscuit; and at 7, after consulting with the officers of the ship, who were of an opinion that nothing further could be done, quitted the wreck in the long-boat, with the following people, for the purpose of making the best of our way to the Malabar coast; at the same time the pinnace left the wreck, and was soon out of sight. When we quitted the wreck she was lying on her starboard beam ends, and nearly full of water.

A list of the people saved in the long boat:—Thomas Knight, commander; John Wheattall, pilot for the Red Sea; Edward Greaves, second officer; John Lunardy, gunner; four seacunnies, and six natives.—Total 14.

An account of the reef on which the Anne struck, whose bearings were taken at day-light:—the extremes of the reef bore from S.W. to E.N.E. the southernmost of the Souhelepar islands bore S.S.W. and the northernmost ditto E.S.E. distance from the southernmost about six leagues, and from the northernmost four or five: the extreme length of the reef ten or twelve miles, of which reef no mention is made in any of the charts on board.

LOSS OF HIS MAJESTY'S SHIP FLORA.

THE following account of the loss of the Flora is extracted from a letter from an officer, dated Lewarden, in Friesland, January 26, 1808:—

"I am sorry to inform you that the Flora struck upon Schelling Reef last Monday, the 18th; and about nine o'clock that night succeeded in getting her off, but lost our rudder in the attempt; and after getting her to sea, we could hardly keep her free with all the pumps, therefore was obliged, the next day, to run her on shore again about four o'clock that afternoon. After making rafts, fearing that if it came on to blow hard that night she would go to pieces, the Captain, Furber, Keith, Doneville, Watson, and myself, pushed off in the barge, that being the only boat we then had, with about 130 of the crew on rafts, the rest choosing to stay by the ship; when after rowing 18 hours, we did not know where, not being able to see the land, without sustenance, we landed on the island of Amoland, where they made us prisoners, and marched us here. After being four days and nights on board, the rest came on shore on some more rafts, and I believe all are saved. I have lost every thing, as when I left the ship, though my bag was in my hand, I would not put it into the boat, as the captain would not his, nor indeed was it a time to think about any thing but one's life. Those whom we left on the wreck are at Harlingen."

* * *

SHIPWRECK AND SUFFERINGS OF M. DE BRISSON, AND HIS COMPANIONS, ON THE COAST OF CAPE BLANCO.

(Translated from DURAND'S *"Voyage to Senegal.")*

[Continued from page 217.]

ON the following morning, at daylight, a signal was given for their departure; and M. de Brisson, with the other slaves, were ordered to assemble the camels and load them. This having been performed, the troops set off, and at noon stopped in a plain, which afforded not a single tree to shelter them from the rays of the sun. After unloading the camels, the slaves were employed in digging up roots to make a fire; a labour which, from all the trees, roots, and grasses of this country being thorny, is exceedingly troublesome. At length, the fire having imparted a sufficient degree of heat to the sand, they entirely covered the goat with it; and while the slaves were keeping up the fire, their masters regaled themselves with the raw fat of the animal, which they seemed highly to enjoy. When the goat was dressed, the Moors, without even taking the trouble to strike off the sand, devoured it with a most incredible voracity; after which they threw the bones to the slaves, telling them to make haste and get their dinner, that they might reload the camels.

Towards evening they descried some tents on a little eminence. The inhabitants of this village, as it proved to be, came in crowds to meet the travellers; but, far from expressing compassion towards the unfortunate captives, they overwhelmed them with insults, and subjected them to the most inhuman treatment. Two of M. de Brisson's comrades were treated with extreme cruelty, the women being more ferocious than the men. The owners made but slight resistance; rather congratulating themselves that the slaves, instead of the burthens of the camels, became the objects of their attention. M. de Brisson, who was at a little distance from his camel, perceiving a man aiming at his face with a double-barrelled musket, presented his breast to him and told him to fire; on which the assassin. struck by his firmness, let the piece fall from his hands. At the same instant, de Brisson was struck on the head by a stone, and for a moment lost his senses; but, on recovering himself, he burst into a rage, and loudly called for vengeance. Terror was thus spread through the village, the offending inhabitants of which took flight. One of them, however, before he ran off, gave de Brisson a blow on the head with his musket, which made him vomit blood. The unfortunate man was unable to recognise the fellow who had injured him; but, by his complaints, he excited the curiosity of several of the savages, who seemed pleased with the answers which he gave to their numerous questions.

To prove that he knew the king Alikouri, and that he had been his friend at Isle St. Louis, de Brisson attempted to imitate the *geums*, or buffoons, whom that prince had in his suite: by this kind of drollery he afforded much pleasure to his master, who made him repeat his imitations several times, and at last employed him this way to divert the people, who, he feared, would steal his property. De Brisson was immediately surrounded by crowds of men, women, and children, who gave him a little camel's milk, as a reward for his exertions.

The travellers, having remained one day in this village, obtained a supply of three or four days' provisions from the inhabitants, notwithstanding the cold reception which they had at first experienced. They then proceeded eastward, passing over large plains, covered with white, flat, and round flints, not a single plant being visible: the horizon appeared to be loaded with a reddish vapour, which resembled, in different parts, the flames from volcanoes. The small pebbles, pricking the feet of the Frenchmen, occasioned a sensation similar to the burning occasioned by sparks. The air contained neither birds nor insects; and the silence which prevailed was so profound, as to produce a sort of terrific effect on the mind. If by chance a breath of air arose, the traveller immediately experienced an extreme lassitude, his lips becoming chapped, his skin parched, and his whole body covered with painful carbuncles. The Moors, who had retired to these regions in order to avoid the payment of certain tributes, were afflicted by the atmosphere as much as their slaves; for so inhospitable is the country, that even the most ferocious animals will not enter it.

On leaving the first of these plains, they entered another, where the wind had raised the sand into hillocks, the intervals of which produced a few odoriferous plants, which the half-famished camels voraciously devoured. They afterwards came to a valley surrounded by mountains, in which, for the first time, they discovered some brackish fetid water: such was their thirst, however, that they drank it with indescribable pleasure. Towards evening they had the good fortune to fall in with a hospitable horde, from whom they experienced a favourable reception, and who pointed out the route for the remainder of their journey; a very seasonable piece of information, as their guide had lost his way.

The brother-in-law of de Brisson's master, one of the chiefs of the district, took particular care of the slaves, and sent them a meal of ostrich flesh and camel's milk. He appeared affected at the fate of M. de Brisson, and said to him, with much tenderness, "*Unfortunate christian! my brother has long been my debtor; if you will attach yourself to me, I will make arrangements with him to obtain you.*" This proposition, though it affected de Brisson, made him tremble, as it indicated a long captivity, while he had flattered himself that his present state would soon be changed: he therefore intreated his master not to consent to such an arrangement. "*Be easy,*" replied the Moor, "*you shall not leave me,* *unless to go to Senegal or Morocco, and that shall soon take place.*" This assurance gave indescribable joy to the captive.

Having rested three days with the tribe called *Laroussye*, they continued their journey towards the residence of their conductors; where they arrived at the expiration of sixteen days, almost reduced to skeletons, after suffering the most dreadful fatigue and misery. On their approach, the travellers were perceived ascending a hill, and several black slaves came to meet them. At a short distance, the children made the air resound with shouts of joy; and the women placed themselves erect at the entrance of the tents, to give their husbands a respectful reception. As the latter approached, the women came forward, and, with a submissive aspect, each placed her right hand on her husband's head, which she kissed, after prostrating herself to the ground. At the close of this ceremony, they looked with much curiosity towards the slaves, and then insulted them in the grossest manner, spitting in their faces, and throwing stones at them. The children, imitating the example of their parents, pinched them, pulled their hair, and tore their flesh with their nails.

[To be continued.]

PHILOSOPHICAL PAPERS.

ON THE HEAT OF THE WATER IN THE GULF-STREAM.

BY DR. BLAGDEN, F.R.S.

[From the Philosophical Transactions.]

ONE of the most remarkable facts observed in navigating the ocean, is that constant and rapid current which sets along the coast of North America to the northward and eastward, and is commonly known by the name of the Gulf-stream. It seems justly attributed to the effect of the trade-winds, which blowing from the eastern quarter into the Gulf of Mexico, cause there an accumulation of the water above the common level of the sea; in consequence of which, it is constantly running out of the channel where it finds least resistance, that is, through the Gulf of Florida, with such force as to continue a distance. Since all ships going from Europe to any part of North America, must cross this current, and are materially affected by it in their course, every circumstance of its motion becomes an object highly interesting to the seaman, as well as of great curiosity to the philosopher. An observation which occurred to me on the spot suggests a new method of investigating a matter that appears so worthy of attention.

During a voyage to America, in the spring of the year 1776, I used frequently to examine the heat of sea water newly drawn, in order to compare it with that of the air. We made our passage far to the southward. In this situation, the greatest heat of the water which I observed was such as raised the quicksilver in Fahrenheit's thermometer to 77 deg. and a half. This happened twice, the first time on the 10th of April, in latitude 21 deg. 10 min. N. and longitude, by our reckoning, 52 deg. W. and the second time, three days afterwards, in latitude 22 deg. 7 min. and longitude 55 deg. but, in general, the heat of the sea near the tropic of cancer, about the middle of April, was from 76 to 77 degrees.

The rendezvous appointed for the fleet being off Cape Fear, our course, on approaching the American coast, became north-westward. On the 23d of April the heat of the sea was 75 deg. our latitude at noon 28 deg. 7 min. N. Next day the heat was only 71 deg. we were then in latitude 29 deg. 12 min. the heat of the water, therefore, was now lessening very fast in proportion to the change of latitude. The 25th, our latitude was 31 deg. 3 min. but though we had thus gone almost 2 deg. further to the northward, the heat of the sea was this day rather increased, it being 72 deg. in the morning, and 72 deg. and a half in the evening. Next day, the 26th of April, at half after eight in the morning, I again plunged the thermometer into sea water, and was greatly surprised to see the quicksilver rise to 78 deg.—higher than I had ever observed it, even within the tropic. As the difference was too great to be imputed to any accidental variation, I immediately conceived that we must have come into the gulf-stream, the water of which still retained great part of the heat that it had acquired in the torrid zone. This idea was confirmed by the subsequent, regular, and quick diminution of the heat: the ship's run for a quarter of an hour had lessened it 2 deg. the thermometer, at three quarters after eight, being raised by sea water, fresh drawn, only to 76 deg. By nine the heat was reduced to 73 deg. and in a quarter of an hour more, to 71 deg. nearly: all this time the wind blew fresh, and we were going seven knots an hour on a north-western course. The water now began to lose the fine transparent blue colour of the ocean, and to assume something of a greenish olive tinge, a well known indication of soundings. Accordingly, between four and five in the afternoon, ground was struck with the lead at the depth of eighty fathoms, the heat of the sun being then reduced to 69 deg. In the course of the following day, as we came into shallower water and nearer the land, the temperature of the sea gradually sunk to 65 deg. which was nearly that of the air at the time.

Unfortunately bad weather, on the 26th, prevented us from taking an observation of the sun; but on the 27th, though it was then cloudy at noon, we calculated the latitude from two altitudes, and found it to be 33 deg. 26 min. N. The difference of this latitude from that which we had observed on the 25th, being 2 deg. 23 min. was so much greater than could be deduced from the ship's run marked in the log-book, as to convince the seamen that we had been set many miles to the northward by the current.

On the 25th at noon, the longitude, by our reckoning, was 74 deg. W. and I believe the computation to have been pretty just; but the soundings, together with the latitude, will determine the spot where these observations were made better than any reckoning from the eastward. The ship's run on the 26th, from nine in the morning to four in the afternoon, was about ten leagues on a north-west by north course: soon afterwards we hove-to in order to sound, and, finding bottom, we went very slowly all night, and till noon the next day.

From these observations, I think, it may be concluded, that the gulf-stream, about the 33d degree of north latitude, and the 75th degree of longitude, west of Greenwich, is, in the month of April, at least six degrees hotter than the water of the sea through which it runs. As the heat of the sea water evidently began to increase in the evening of the 25th, and as the observations shew that we were getting out of the current when I first tried the heat in the morning of the 26th, it is most probable, that the ship's run, during the night, is nearly the breadth of the stream measured obliquely across: that, as it blew a fresh breeze, could not be less than twenty-five leagues in fifteen hours, the distance of time between the two observations of the heat; and hence the breadth of the stream may be estimated at twenty leagues. The breadth of the Gulf of Florida, which evidently bounds the stream at its origin, appears by the charts to be two or three miles less than this, excluding the rocks and sandbanks which surround the Bahama Islands, and the shallow water that extends to a considerable distance from the coast of Florida; and the correspondence of these measures is very remarkable; since the stream, from well-known principles of hydraulics, must gradually become wider as it gets to a greater distance from the channel by which it issues.

If the heat of the Gulf of Mexico were known, many curious calculations might be formed by comparing it with that of the current. The mean heat of Spanish-town, and Kingston, in Jamaica, seems not to exceed 81 deg. that of St. Domingo on the sea coast may be estimated at the same, from Mons. Godin's observations; but as the coast of the continent which bounds the gulf to the westward and southward is probably warmer, perhaps a degree or two may be allowed for the mean temperature of the climate over the whole bay: let it be stated at 82 or 83 deg. Now there seems to be great probability in the supposition that the sea, at a certain comparatively small distance below its surface, agrees in heat pretty nearly with the average temperature of the air, during the whole year, in that part; and hence it may be conjectured, that the general heat of the water, as it issues out of the bay to form the stream, is about 84 deg. the small variations of temperature on the surface not being sufficient to affect materially that of the general mass. At the tropic of cancer I found the heat to be 77 deg. the stream, therefore, in its whole course from the Gulf of Florida, may be supposed to have been constantly running through water from 4 to 6 deg. colder than itself, and yet it had lost only 4 deg. of heat, though the surrounding water, where I observed it, was 10 deg. below the supposed original temperature of the water which forms the current. From this small diminution of the heat, in a distance probably of three hundred miles, some idea may be acquired of the vast body of fluid which sets out of the Gulf of Mexico, and of the great velocity of its motion. Numerous observations on the temperature of this stream, in every part of it, and at different seasons of the year, compared with the heat of the water in the surrounding seas, both within and without the tropic, would, I apprehend, be the best means of ascertaining its nature, and determining every material circumstance of its movement, especially if the effect of the current in pushing ships to the northward is carefully attended to, at the same time with the observations upon the heat.

An opinion prevails among seamen, that there is something peculiar in the weather about the gulf-stream. As far as I could judge, the heat of the air was considerably increased by it, as might be expected; but whether to a degree or extent sufficient for producing any material changes in the atmosphere, must be determined by future observations.

Perhaps other currents may be found, which, issuing from places warmer or colder than the surrounding sea, differ from it in their temperature so much as to be discovered by the thermometer. Should there be many such, this instrument will come to be ranked among the most valuable at sea; as the difficulty of ascertaining currents is well known to be one of the greatest defects in the present art of navigation.

In the mean time, I hope the observations which have been here related are sufficient to prove, that in crossing the gulf-stream very essential advantages may be derived from the use of the thermometer; for if the master of a ship, bound to any of the southern provinces of North America, will be careful to try the heat of the sea frequently, he must discover very accurately his entrance into the gulf-stream, by the sudden increase of the heat; and a continuance of the same experiments will shew him, with equal exactness, how long he remains in it. Hence he will always be able to make a proper allowance for the number of miles that the ship is set to the northward, by multiplying the time into the velocity of the current. Though this velocity is hitherto very imperfectly known, for want of some method of determining how long the current acted upon the ships, yet all uncertainty arising from thence must soon cease, as a few experiments upon the heat of the stream, compared with the ship's run, checked by observations of the latitude, will ascertain its motion with a sufficient precision. From differences in the wind, and perhaps other circumstances, it is probable, that there may be some variations in the velocity of the current; and it will be curious to observe, whether these variations may not frequently be pointed out by a difference in its temperature; as the quicker the current moves, the less heat is likely to be lost, and consequently the hotter the water will be. In this observation, however, the season of the year must always be considered; partly, because it may, perhaps, in some degree affect the original temperature of the water in the Gulf of Mexico; but principally, because the actual heat of the stream must be greater or less in proportion as the tract of the sea through which it has flown was warmer or colder. In winter I should suppose, that the heat of the stream itself would be rather less than in summer; but that the difference between it and the surrounding sea would be much greater; and I can conceive that, in the middle of summer, though the stream had lost very little of its original heat, yet the sea might, in some parts, acquire so nearly the same temperature, as to render it scarcely possible to distinguish by the thermometer when a ship entered into the current.

Besides the convenience of correcting a ship's course, by knowing how to make a proper allowance for the distance she is to set to the northward by the current, a method of determining with certainty when she enters the gulf-stream, is attended with the farther inestimable advantage of shewing her place upon the ocean in the most critical situation; for, as the current sets along the coast of America at no great distance from soundings, the mariner, when he finds this sudden increase of heat in the sea, will be warned of his approach to the coast, and will thus have timely notice to take the necessary precautions for the security of his vessel. As the course of the gulf-stream comes to be more accurately known, from repeated observations of the heat and latitudes, this method of determining the ship's place will be proportionably more applicable to use. And it derives additional importance from the peculiar circumstance of the American coast, which, from the mouth of the Delaware to the southernmost point of Florida, is every where low, and beset with frequent shoals, running out so far into the sea that a vessel may be aground in many places where the shore is not to be distinguished even from the mast-head. The gulf-stream, therefore, which has hitherto served only to increase the perplexities of seamen, will now, if these observations are found to be just in practice, become one of the chief means of their preservation upon that dangerous coast.

RAPIDITY OF THE TIDES, IN THE RIVER HOOGLY.

The river Ganges, like the Nile, long before it approaches the sea. separates into two great branches, which are afterwards subdivided, and enclose a large delta, or triangular space, called the Sunderlands. The western branch then takes the name of Hoogly, on whose banks is seated Calcutta, the capital of Bengal, and residence of the governor-general; distant from the sea, about 90 or 100 miles.

Men of war generally lie at Kedgaree, or Diamond harbour; at this latter place, which is some 40 or 50 miles below Calcutta, the regular Indiamen always moor, refit, and take in, or discharge their cargoes. Ships, however, of any size, may lie close to the walls of Calcutta, nay, go perhaps a hundred miles above it: but they are first obliged to lighten, in order to pass a bar that lies a little above Diamond harbour.

The tides in this river, particularly at full and change, are rapid beyond belief, forming what are called "Boars," or "Bores," when the stream seems as if tumbling down a steep descent, doing great mischief among the boats, by upsetting and running them over each other. Ships themselves are frequently dragged from their anchors, and dashed against each other, at these periods. They attempt to account for these torrents, by saying, they depend on the other small rivers that open into the main one, by bars, which at a certain time of the tide, allow the waters to rush out, all at once, into the grand stream, and thereby so much increase its velocity.

PLATE CCLV.

REDONDA, the main object in the annexed engraving, is a small, rocky, uninhabited island, about ten miles in circumference, with scarcely any verdure upon it. It is situated between Montserrat and Nevis, in longitude 62 deg. 20 min. west of Greenwich; latitude 16 deg. 55 min. north.

Ships may approach within pistol-shot of Redonda.—To the north, and west, there are banks, where the fishermen from Nevis occasionally go; but they are not noticed in the English charts. A Spanish one, published in 1802, has from thirty-nine to seven and a half fathoms on them, at the distance of six or seven miles from the island.

In passing the south-west side, at the distance of half a mile, soundings were gained, in March, 1806, in thirty and forty fathoms, rocky bottom.

About the island, a great number of the sea-fowl, called boobies, by seamen, are always to be seen.—Landing appears to be easy, in several places.

The island of Nevis is situated in longitude 62 deg. 35 min. west of Greenwich; latitude 17 deg. 14 min. north. It was discovered by Columbus, from whom it is said to have received its name, from an opinion that its top was covered with snow. It is a beautiful spot; and, though little more than a single mountain, whose base is about twenty-three miles in circumference, it is well watered, and, in general, fertile.

The island is evidently of volcanic origin, a crater being still visible on the summit, and sulphur being frequently discovered in the cavities of the earth.

The English first settled at Nevis, by a colony from St. Christopher's, in the year 1628; in 1706, it was taken by the French, but restored by the treaty of Utrecht; and, in 1782, it was again taken by the French, but restored by the peace of 1783. It is divided into five parishes, and contains one town (Charles Town) which is fortified; of white inhabitants, the number is reckoned to be upwards of 6,000; of negroes, 10,000: when in possession of the French, it was taxed, as annually producing 4,000 hogsheads of sugar.

MARINE DESIGNS, &c.

IN THE

EXHIBITION OF THE BRITISH INSTITUTION,

FOR PROMOTING THE FINE ARTS IN THE UNITED KINGDOM.

M,DCCC,VIII.

THE THIRD.

WITH the view of promoting the arts, and of affording information to our readers, we have hitherto given an annual list of the *Marine Designs*, *Naval Portraits*, &c. which appear in the Exhibition at the Royal Academy; and, as it has been suggested to us, that a similar proceeding, with respect to the British Institution, in Pall Mall, would be equally acceptable, we have determined to commence with the exhibition of the present year.

The British Institution was established, under the patronage of his Majesty, for the encouragement and reward of the talents of British artists, in the year 1805. Its object is, to collect together, in regular succession, for the study and contemplation of artists, some of the purest specimens in painting, of the ancient masters, which the kingdom is in possession of; and the new productions are annually sold, for the benefit of their respective proprietors.

This institution is farther supported by the subscriptions of the principal nobility and gentry; and the building, which was formerly appropriated to the Shakspeare collection, having been purchased for the exhibition of the pictures, the gallery was opened, for the first time, on the 17th of February, 1806, and is intended to be open every year. At the close of the season, the pieces are delivered to their purchasers.

The terms of admission, to the public, are precisely the same as those of the Royal Academy; and the pictures, from being less numerous, are displayed so as to produce a superior effect.

R.A.—*denotes Royal Academician.*
A.R.A.—*Associate of the Royal Academy.*

NORTH ROOM.—WEST SIDE.

The drowned sailor	*S. Drummond,*
A neptune (a sketch)	*S. Williams.*
View on the Thames, near Richmond	*W. Daniell,* A.R.A.
Fishermen; a scene from nature	*J. Linnell.*

NORTH ROOM.—EAST SIDE.

View on the Shannon, near Limerick, Ireland	*J. Laporte.*
A boy steering a cutter	*J. Pocock.*

NORTH ROOM.—SOUTH END.

Troops embarking	*J. A. Atkinson.*

Sculptures and Models.

Lord Nelson, a model in terra cotta	*L. A. Goblet,*

MIDDLE ROOM.—EAST SIDE.

A sea storm	*J. Pocock.*

MINIATURES.

Miranda	*J. Stump,*
An infant Neptune	*Mrs. Singleton,*
View on the river Wye, near Goodrich	*J. Laporte,*
View in the Isle of Wight	*J. Laporte,*

MIDDLE ROOM.—SOUTH END.

View at Daneford, near Margate	*J. Laporte,*
View at Rochester, Kent	*J. Laporte.*
Sea storm. Sun-set	*J. Pocock.*
Cascade on Loch Lomond	*G. Dimsdale.*
View of Richmond bridge	*J. Clarendon Smith.*

MIDDLE ROOM.—WEST SIDE.

Greenwich, from Nunhead Hill	*G. Samuel.*

Shipwrecked sailors telling their story to the farmer *S. Drummond.*

A sea-beach, with fishermen, boats, &c. light breeze *W. Cowden.*

A sea beach *T. Thompson.*
A cutter bringing-to a flag of truce *T. Thompson.*
A brisk gale *T. Thompson.*
A group of nymphs, with a timid bather *S. Shelly.*
Fishermen at Hastings *W. Hunt.*
A squall *B. Hoppner.*
A strong gale, shipping making for port *N. Pocock.*
Fishermen unloading their boat *W. Cowden.*

MIDDLE ROOM.—NORTH END.

View of the light-house, Dublin, the bay, and hill of Howth. A gale *A. Callander.*

The wizard

> " 'Tis thine to sing how framing hideous spells
> In Skie's lone isle the gifted wizard sits,
> And points the fatal bark his destined prey."
> *Vide Collins's Ode on the Superstitions of Scotland.*

J. J. Halls.

A boat's crew with passengers, ecaping from a wreck *G. Arnald.*

Subject from Mrs. Charlotte Smith's 12th Sonnet,

> O'er the dark waves the winds tempestuous howl,
> The screaming sea-bird quits the troubled sea :
> But the wild gloomy scene has charms for me,
> And suits the mournful temper of my soul."

R. Corbould.

SOUTH ROOM.—EAST SIDE.

The Gulley of St. Vincent's, in the island of Madeira *J. Laporte.*

The battle of Trafalgar, as seen from the mizen-starboard shrouds of the Victory *J. M. W. Turner*, R.A.

Weighing a kedge anchor *J. A. Atkinson.*
Dutch barges, a calm *B. Hoppner.*
A calm *T. Thompson.*

SOUTH ROOM.—SOUTH END.

Scene on the Rhine, with a float of timber *R. Freebairn.*
A Dover cutter *J. A. Atkinson.*
A storm *Miss F. Reinagle.*

A view on the river Arno, between Florence and Pisa. Evening *R. R. Reinagle.*

Bow and Arrow castle, Portland Island *P. Sandby*, R.A.

An autumnal morning, on the coast of Kent *J. Laporte.*

Coast of Italy. Morning *N. Pocock.*

View on the Thames, near Chertsey *W. Daniell*, A.R.A.

SOUTH ROOM.—WEST SIDE.

An Italian port, with shipping *N. Pocock.*

Neptune's grotto. Contiguous to Tivoli, and at a considerable depth amongst rocks of immense magnitude, is situated this cavern, from which issues the river Anio, after disappearing for some time *R. Freebairn.*

A moon-light view of Eddistone light-house; effect of a storm *A. Callander.*

The castle and port of Caernarvon, taken from the banks of the Menai, near the ferry in Anglesea *N. Pocock.*

On the banks of the Thames, Oxfordshire *W. Delamotte.*

SOUTH ROOM.—NORTH END.

A view of Margate cliff, from the pier, with wreckers saving part of the wreck of the Matthew West Indiaman, lost on Margate sands, and went to pieces in September, 1806 *R. Cleveley.*

Model of a monument to the memory of the late Lord Viscount Nelson *Matthew Wyatt.*

NAVAL LITERATURE.

Papers, presented to the House of Commons, respecting the Ship l'Etrusco, and the Walsingham Packet. Ordered to be printed, 22d and 24th February, and 2d and 3d March, 1808.

BY presenting an abstract of these papers, we shall at once furnish some interesting *addenda* to our memoir of Sir Home Popham,[*] and enable the readers of the NAVAL CHRONICLE to form their own opinion, upon a subject which has recently excited much attention, not only amongst professional men, but the public at large.

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[*] *Vide* Vol. XVI. page 265 to 306; and page 353 to 379.

The documents now before us are eleven in number. The first, which is dated on the 24th of October, 1803, is a "*Memorial of Sir Home Popham, captain in his Majesty's navy; praying, for the reasons therein contained, that the proceeds of the ship Etrusco, condemned as lawful prize to his Majesty, which now remain in the high court of Admiralty, may be paid to the memorialist; or for other relief.*"—The body of this memorial, addressed to his Majesty, is as follows:—

> "That your Majesty's petitioner was bred to your royal navy, and was employed in it during the greater part of the American war, when he obtained the rank of lieutenant, and after the peace he was engaged in making a survey of the coast of Caffraria, which was most graciously received by the Lords of the Admiralty.
>
> "That there being then no further employment for your petitioner in your Majesty's service, it was proposed to him to enter on a mercantile enterprize from Ostend to the East Indies; which he acceded to without any further consideration on the subject, than of the opportunity it would afford for activity and improvement in the various branches of his profession, more particularly practical astronomy, and marine surveying.
>
> "That accordingly, in March 1787, he obtained leave of absence from the Lords Commissioners of the Admiralty, for the purpose of going to the East Indies, on condition of resigning his half-pay during his absence from the service.
>
> "That he thereupon proceeded to Ostend, and from thence to India, where he followed his commercial pursuits without interruption or restraint, and without being aware that he was violating any law of his country by so doing: That he was well known to Lord Cornwallis, then governor-general of Bengal, and graciously and kindly received by him; and, at his lordship's request, whilst lying with his foreign flag at Calcutta, he undertook to make a survey of Lacams channel and harbour, of which he made a report that obtained his lordship's approbation.
>
> "That during his stay in India he married, and returned with his wife to Ostend, where he fixed her residence: that the peace continuing, and the services of your Majesty's petitioner not being otherwise called for, he engaged in a second voyage to India, for which he obtained a large outfit from the house of Robert Charnock and Co. of Ostend, and sailed from thence to Calcutta in the year 1790.
>
> "That upon this voyage, as upon the former, he was permitted to carry on his trade in India, without interruption.
>
> "That on his arrival at Calcutta, he found the East India Company engaged in war with Tippoo Saib, and he immediately loaded his ship with a cargo of rice and grain for the use of the army on the Malabar coast, but a very violent monsoon obliged him to bear up for the Company's New Settlement on the Prince of Wales's Island, in the Straits of Malacca, where, whilst the damages his ship had sustained were repairing, he under-

took an examination of the navigation of the whole island, whereby he discovered a new channel to the southward, by which, in the season of 1792, he carried out all the Company's ships bound to China; and received from the governor general and council a gold cup, as a testimony of the services rendered to his country by this discovery; and they were also pleased, by their letter to the Court of Directors, of the 16th of May, 1792, to make the most honourable mention of these services.

" That antecedent thereto, viz. in December 1791, when your Majesty's petitioner was in habits of intimacy and intercourse with the Honourable Charles Stuart, the acting governor, and the rest of the members of the council, as well as with the principal gentlemen of the settlement, and under their immediate eye, he purchased at Calcutta an American-built ship, called the President Washington, in lieu of the vessel he had taken out from Ostend, and to which he gave the name of his former ship the Etrusco. That this purchase was made with the produce of the sale of the old ship, and other funds acquired by outward investments, and cost your Majesty's petitioner one lack and twenty thousand rupees, and the outfit and repairs at least forty thousand more, making together near 20,000l. sterling.

" That he proceeded with this new ship to China, and there made an agreement for the loading of her to Europe, in conjunction with two persons then settled at Canton; viz. Charles Samuel Constant de Rebecque, and John Baptiste Piron. That the cargo shipped on this joint concern at Canton, in December, 1792, amounted by the invoice to 126,596 new dollars, or 36,703l. 12s. 3d. sterling, beside which, your petitioner loaded a large quantity of goods on his own sole account, to the amount of about 10,000l. That the freight bill, amounting to 27,638l. sterling, was the sole property of your Majesty's petitioner, and was to be paid on the ship's arrival at Ostend, which sum might have been received by your petitioner at Canton, but he preferred leaving it a charge on the cargo, and thus making it payable in Europe.

" That your Majesty's petitioner sailed in the said ship from Canton, in January, 1793, and on touching at St. Helena, he there heard that a war had broke out between England and France. That in the continuation of the voyage he put into Cork, and there obtained the convoy of your Majesty's ship Diadem. In July, 1793, he arrived with his ship in safety in Ostend Roads, and, after your petitioner had gone on shore, the ship and cargo were seized by Mark Robinson, Esq. commander of your Majesty's ship Brilliant, and were brought away by him to the River Thames.

That the ship and cargo being proceeded against as prize of war in your Majesty's high court of Admiralty, a claim on the ground of jurisdiction and territory was made for the same on the part of his Imperial Majesty, which was rejected by the Judge of the Admiralty, and such rejection was confirmed by the Lords Commissioners for hearing appeals in prize causes.

" That your Majesty's petitioner, immediately after his arrival at Ostend, viz. in August, 1793, came to London, and solicited his re-establishment in your Majesty's navy, which was readily granted him by the Earl of Chatkam, with his former rank of lieutenant; and your petitioner was soon afterwards appointed by the Navy Board first agent of transports at Ostend, and afterwards superintendant of the inland navigation to the army on the continent.

" That whilst on these services, your Majesty's petitioner obtained the rank of master and commander, and in March, 1795, was promoted to that of post captain, upon the recommendation of his Royal Highness the Duke of York, who was most graciously pleased to represent to Earl Spencer the important services rendered by your Majesty's petitioner to his royal highness's army during the two preceding years.

" That during this absence of your petitioner in your Majesty's service, the aforesaid claim of territory and jurisdiction was decided upon; and, in consequence thereof, a claim was made on your petitioner's behalf by Robert Charnock, Esq. and which, after the return of your Majesty's petitioner, viz. on the 14th of November, 1796, was repeated in his own name.

> " Of the said ship and her freight, and of the goods which were your petitioner's individual property, as also of his plate, linen, china, wines, liquors, wearing apparel, and cabin furniture, to a very considerable value, which had been taken on board his said ship: also, one-third of the joint property in the cargo loaded on the account of your Majesty's petitioner, and the above-named Constant and Piron, and another, one-third whereof was claimed by the said Charles Samuel Constant.

" That in April, 1797, the cause came on for hearing, when the judge rejected the claims of your petitioner and the said Charles Samuel Constant, and pronounced the ship, cargo, and treasure to have been, at the time of the capture and seizure thereof, subject and liable to confiscation, and condemned the same as good and lawful prize to your Majesty, except certain goods claimed by Balthazar Georgi, the flag captain, and his servant, Giovanni Cullock, and which were afterwards restored to them, to the amount of 1,035l. 14s. 11d.

" That appeals from the said decree were interposed on behalf of your petitioner and other claimants, to the Lords Commissioners of Appeals in Prize Causes, and on the 26th of November, 1798, the said appeals came on for hearing, when their lordships pronounced against the appeal of your petitioner. Their lordships, at the same time, admitted the claim of Charles Samuel Constant, for one-third of the joint adventure, the proceeds of which (the ship and cargo having been sold) were ordered to be restored to him: restitution was also made to Skeykinqua, a native merchant of Canton, of the proceeds of some goods which had been claimed on his account; and on the 11th of August last their lordships were pleased finally to pronounce, that the property claimed by your petitioner was good and lawful prize to your Majesty.

" That pursuant to the above mentioned decree, the said Charles Samuel Constant hath received from the registry of your Majesty's high court of Appeals the sum of 12,197l. 18s. 8d. as the proceeds of his one-third of the said joint adventure, and the sum of 16,242l. 11s. 3d. hath been paid to the agents of the said Skeykinqua for the proceeds of his goods, without any deduction, in either case, of freight; and there now remains in the said registry the sum of 38,953l. 3s. 1d. the balance of the proceeds of the said ship and cargo. The circumstance of such remaining proceeds falling so far short of the original value of the property, appears to have arisen from its long detention, and consequent reduction in value; in particular, the ship, which cost near 20,000l. was sold for no more than 7,050l.

"That the loss of your Majesty's petitioner in the ship, freight, and his own individual property, exclusive of his one-third share of the joint adventure, very greatly exceeds the sum thus remaining at your Majesty's most gracious disposition, the loss of the freight alone being 27,658l.

"That neither the judge of the high court of Admiralty, nor the said Lords Commissioners of Appeals, had any doubts as to the property of your petitioner in the said ship and goods; but condemned the same on account of the trade being held illegal in which your petitioner had unadvisedly entered, believing the same to be innocent and legal, and which he had continued to carry on with the knowledge, and under the apparent sanction, of the servants of the East India Company.

"Your petitioner further craves leave humbly to represent to your Majesty, that, after the return of the Duke of York's army, and the re-establishment of your petitioner's health, which had been greatly injured by his fatigue and exertions on the continent, he employed himself in forming a plan for raising sea fencibles, which was approved by your Majesty in council; and, whilst the plan was carrying into effect, your Majesty's petitioner projected the expedition which was undertaken against Ostend. In the following year, 1799, he was sent to Russia on your Majesty's service, where he had the good fortune to carry all your Majesty's commands into complete and prompt execution. He afterwards had the honour of being appointed naval aide-de-camp to his royal highness the commander in chief in Holland, and the public representations of his royal highness bear testimony to his exertions on every occasion which presented itself. On his return from Holland, he was again directed to proceed to Petersburg on a most important mission, which he effected by undertaking a journey, in the depth of winter, through Lapland. That immediately on his return he was appointed to your Majesty's ship Romney, and sent to Copenhagen, to assist, in conjunction with Lord Whitworth, in the negotiation then carrying on. On his return from Copenhagen, he was entrusted with the command of a squadron destined for the Red Sea, to act in conjunction with the army from India, in the expulsion of the French from Egypt. For the manner in which he performed this service, as well as his subsequent exertions for the advantage of the East India Company in those quarters, your Majesty's petitioner humbly craves leave to refer to the letters from the Marquis of Wellesley and the commander in chief of the Indian army:—And he trusts your Majesty will not be displeased at this short recital of your petitioner's uniform endeavours to serve your Majesty, at a time when he is imploring the restitution of a property, which, having been proceeded against as prize of war, has been adjudged to your Majesty, and is subject to your Majesty's most gracious disposal."

No. 2, dated March 28, 1787, is a letter from the secretary of the Admiralty, to Lieutenant Popham, allowing him two years leave to reside in the Danish settlement, Fredericknagore, in the East Indies, on his private affairs, on relinquishing his half-pay, till he should return to England.

No. 3 is a return from the Admiralty, to a precept of the House of Commons, of the 18th of February, 1808, demanding copies of all orders for the seizure and detention of the ship l'Etrusco; in the words—" No orders for the above purpose appear to have been issued from this office."

No. 4 consists of the following copies of certain paragraphs of the public letter of the governor-general in council to the Court of Directors of the East India Company; dated November 25, 1791:—

" Para. 92. You will observe that Mr. Popham, a lieutenant in his Majesty's navy, has rendered a very important service to your settlement of Prince of Wales Island, and to the navigation of that part of India, by effecting a survey of the South Channel, and ascertaining that vessels of any depth of water, not exceeding 24 feet, may now make their passage, and thus avoid a great loss of time, to which, previous to the survey, they were obliged to submit in working out of the harbour of Purlo Pinang to the northward, when bound to the southward. Mr. Popham has been desired to deliver to us a chart of his survey upon this occasion, and we shall transmit it to you when we receive it, reserving a copy, to be kept in this country.

" 93. The present instance is not the first of a liberal exertion made by Mr. Popham, in the line of his profession, for the service of the Company in India. At the request of government, he assisted in the year 1788, in the survey of New Harbour and the adjacent channel; and, to the merit thus acquired, he has now added that arising from the performance of a service likely to prove highly advantageous to your commercial interests.

" 94. Unemployed as Mr. Popham is under the Company, his zeal, and the gratuitous direction of his professional talents to the advancement of the public good, on the two occasions we have mentioned, and especially the last, claimed more than common notice; and we have accordingly expressed to him our sense of the readiness he has manifested to promote the interests of your service. We have also directed that a piece of plate may be prepared, bearing an inscription, expressive of the occasion upon which it is given, and we have instructed our secretary to present it to him, in the name of the Governor General in Council.

> "95. Permit us to request, that the services performed by Mr. Popham may be represented in the terms they merit, by your honourable court, to the Lords Commissioners of the Admiralty in England."

No. 5 contains the memorial of Charles S. Constant, dated November 16, 1803; and the report of the king's proctor on the said memorial, relative to losses sustained on account of the seizure of the ship l'Etrusco, dated May 16, 1804. The chief points of the former are:—that the memorialist agreed with Lieutenant Popham, and Jean Baptiste Piron, to freight l'Etrusco with a cargo on *joint* account, to be purchased with monies *jointly* advanced, or procured on *joint* credit and responsibility; that the said cargo amounted to the value of 126,596 new dollars, of which the memorialist advanced, in cash, 53,088 dollars, Lieutenant Popham only 19,000 dollars, and Piron nothing; that the memorialist was equally responsible with the others, for the credit obtained; that, by the decision of the high court of Appeal, the memorialist's interest was confined to one-third of the proceeds of the goods so *jointly* shipped, without reference to his *actual* advances; that, the whole property amounting to 126,596 dollars, the advance of each ought to have been 42,198 dollars; that the memorialist, having advanced 53,088, had advanced 10,890 beyond his proportion; that the moiety of which, or about 1,200l. sterling, was a credit given to Mr. Popham; that the memorialist craves his Majesty's consideration of this point, out of any sums which he might be pleased to grant to Mr. Popham; and, farther, that the memorialist, in consequence of his *joint* responsibility, had been compelled to pay, to Messrs. Charnock and Co. a *third* of the loss which had been sustained, amounting, with interest and charges, to upwards of 10,000l.

In reporting upon this memorial, the proctor says, it "appears to contain matter rather of private concern between the memorialist and Mr. Popham, than founding any claim upon the property condemned to the crown."

No. 6. is a copy of the report of the king's proctor, on the memorial of Mark Robinson, Esq. captain of his Majesty's ship Brilliant, praying that he, and his officers, &c. might be rewarded with the proceeds of the prize l'Etrusco.—It states as follows:—

> "That, although the capture was made without any particular exertion of skill or enterprize, yet, considering the length and risk of the litigation, and that one-third part of the cargo claimed was the legal property of Mr. Piron, a Frenchman, resident at Canton, the whole of the property belonging to Mr. Piron may be justly expected to be for the benefit of

the captors, and which is already condemned to them, together with the unclaimed goods. And it is further submitted, that the general expences incurred by Captain Robinson, in obtaining the condemnation, should be apportioned upon all the property condemned, whether to the crown or to the captors; and such part of the expences as apply to the property condemned to the crown, paid out of the proceeds thereof; and that Captain Robinson's costs, specially arising from the claim of territory, should also be paid out of the proceeds of that part of the property condemned to the crown: the circumstances respecting it are very peculiar, and are stated in my report to your lordships upon the memorial of Sir Home Popham; and, under the advice of the advocate general, I do most humbly submit, that the question, whether any part thereof should be given to the captors, is a matter which seems entirely for the discretion of his Majesty's government, as no precedent sufficiently applicable to the case warrants a suggestion of any rule proper to be adopted."

No. 7 is a report of the king's proctor, on the memorial of Sir Home Popham (No. 1); in which he says:

"It is most humbly submitted, that the proportion of Captain Robinson's expences, applying to the condemnation of the property to the crown, and also his particular expences respecting the claim of territory, should be paid out of the proceeds of the said property, as stated in my report upon Captain Robinson's memorial transmitted herewith; but whether under the circumstances, a grant of the whole, or any part of the property so condemned, after payment of such expences, shall be made to the memorialist, or whether any part of his portion of the property shall be given to the captors, is a matter which seems entirely for the discretion of his Majesty's government, the circumstances being so peculiar, that no precedent sufficiently applicable to the case, warrants a suggestion of any rule proper to be adopted."

No. 8 is a copy of the memorial of Sir Charles Hamilton, Bart. late commander of his Majesty's ship Dido; and the report of the king's proctor thereon, relative to the capture of the Etrusco;* in which the proctor says,

"That the claim of the memorialist, as a joint captor, having been set forth in an allegation, admitted to proof, and the facts stated in that allegation being established by evidence, he appears to be entitled to share with Captain Robinson as a joint captor, unless, by further proceedings in the court of Admiralty, his interest, as a joint captor, should be otherwise decided upon."

No. 9 is a copy of the king's warrant to the procurator general, directing him to grant the net proceeds of the ship

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* The Dido, it appears, was in sight of the Etrusco at the time of the capture.

Etrusco, and certain parts of her cargo, to Sir Home Popham. After recapitulating the circumstances of the case, as set forth in Sir Home's memorial, &c. this instrument concludes as follows :—

"And whereas we are graciously pleased, by warrant under our royal sign manual, bearing date the 12th of September, 1804, to direct you to pay unto Captain Mark Robinson such sum as should appear to be due to him for the general expences incurred by him in obtaining the condemnation of the said ship and cargo, such sum to be apportioned upon all the condemned property, whether to the crown or to the captors, such part of the expences as apply to the property condemned to the crown to be paid out of the proceeds thereof, and the costs specially arising from the claim of territory to be paid out of the proceeds of that part of the property condemned to the crown. And whereas our said commissioners have now recommended unto us to grant unto Sir Home Riggs Popham the whole of the property so condemned to us, and now remaining in the registry of the said court at our disposal, to which we being graciously pleased to consent, our will and pleasure is, and we do hereby direct, authorize, and require you, our procurator general, to exhibit this our warrant, and you the registrar of our high court of Admiralty, on the same being so exhibited, to pay unto Sir Home Riggs Popham, Knt. captain in our royal navy, or to his agent lawfully appointed to receive the same, such sum as may remain in the registry of the said court, as the net proceeds of the ship Etrusco, and certain parts of her cargo condemned to us, and now remaining in the registry of the said court at our disposal as aforesaid, after deducting the above mentioned expences, and any further expences that there may have been incurred thereon. And this shall be to you, and to all others who shall or may be herein concerned, a sufficient warrant. Given at our court at St. James's, this 24th September, 1805, in the 45th year of our reign.

"By his Majesty's command.

"W. PITT.
"BLANDFORD.
"C. LONG."

No. 10 is a copy of the king's warrant, of the 12th of September, 1804, for the reimbursement of the expences of Captain Robinson, as described above.

No. 11, which is a return to an order of the House of Commons, appears to have been moved for, with a view of illustrating the case of the Etrusco. It consists of papers, relating to the decree of the high court of Admiralty, in the case of the Walsingham Packet. The main circumstances appertaining to this subject will be seen by the following extracts from the proctor's reports to the treasury, dated February 25, 1805 :—

"In obedience to your lordship's commands, signified to his Majesty's late procurator-general, by John Sargent, Esq. one of your lordship's late secretaries, I have perused the annexed memorial of Samuel Hemmans, as agent, as well on behalf of Thomas Louis, Esq. late commander of his Majesty's ship Minotaur, the officers and crew of that ship, the actual captors of the vessel hereafter mentioned, as also on behalf of Admiral Lord Bridport, and the several other admirals and crews of a fleet of his Majesty's ships also interested therein; and do most humbly report to your lordships, that in the said memorial it is stated, that on the 26th September, 1795, his Majesty's said ship Minotaur, whilst cruising against his Majesty's enemies, fell in with a vessel called the Walsingham Packet, in the service of the Post Office, which had been taken by a French corvette, on her voyage from Falmouth with the mail to Lisbon, having also on board British muslins, velvets, and cottons, and other merchandizes: that the said Captain Louis immediately dispossessed the French crew, and put on board a prizemaster and men, and sent her to Plymouth in order to be proceeded against as prize: that on 2d November, 1795, proceedings were commenced in the high court of Admiralty against the said vessel and cargo, in which court claims were given for the ship and goods as the property of British subjects; the ship was decreed to be restored to the former owners, on payment of 1-8th thereof for salvage; but the question, as to the cargo, was directed to stand over until a cause that was depending before the Right Hon. the Lords Commissioners for Appeals in Prizes should have been determined: that various other proceedings were had in the said high court of Admiralty, and a commission issued from that court for the sale of the cargo, which was executed, and the sum of 8,183l. 17s. 7d. paid in as the proceeds: that on the 21st January, 1804, the judge of the Admiralty directed the expences of the several claimants to be paid out of the said proceeds, in consequence of their having paid the duties upon the goods, but condemned the cargo as prize to the king, and directed 1-8th thereof to be paid to his Majesty's said ship Minotaur for salvage. The memorialist most humbly trusts, that under the circumstances of this case, your lordships will be pleased to grant the remaining 7-8ths to be divided amongst the said Admiral Lord Bridport and the several other admirals, officers, and crews of his Majesty's said fleet, who, from the great lapse of time that has taken place since the capture, will become clamorous to receive whatever sum your lordships should think them entited to."

* * * * * * * *

"That, although the property in question was not condemned as prize of war, but as a forfeiture to the crown for a breach of the revenue laws, yet it has been usual in such cases to grant an equal reward to the captors, and in that view it appears adviseable to grant to them one moiety of the remaining proceeds, all the expences on the part of his Majesty's government being first paid.—And in respect to the memorials of Mr. Tippet and Mr. Silk, that although it is prohibited by law to export merchandize in packets (unless in cases allowed by the officers of the Customs) and public policy may require, more particularly in time of war, that packets should not carry goods by which they are impeded in their voyages, and become more exposed to capture, yet if, for the benefit of the revenue, the officers have been in the habit of conniving at, though not directly allowing, such exportations; or if, when seizures have been made, the government has usually released them, and restored the goods to the shippers, the merchants and others, interested in this property, seem to have a fair claim upon the justice and equity of government, for the obtaining of a grant of the remaining moiety of the proceeds."

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Papers, presented to the House of Commons, relating to the State and Condition of the Squadron employed off Rochefort, under the Command of Rear-admiral Sir Richard J. Strachan, *Bart. Ordered to be printed* 15*th March*, 1808.

IT may be seen, by our report of the proceedings in parliament, that the subject to which these papers relate was brought forward in the House of Commons, by Mr. Calcraft, on the 3d of March.* Mr. Calcraft, in prefacing his motion for the papers, observed, that Sir R. Strachan had been obliged to leave his station in Basque Roads, where he blockaded the enemy's squadron in Rochefort, for want of stores; that, whilst cruising in the offing, he met the Superb, Colossus, Mediator, and another ship of war, from which he obtained some stores; and that, afterwards, he was obliged to proceed to the Ferrol squadron, to obtain a further supply of provisions, before he could follow the enemy.—Mr. Pole, amongst a variety of statements which he made in reply, assigned, as a reason for Sir R. Strachan's leaving his anchorage, in Basque Roads, his preferring to cruise in the offing, rather than to remain in danger of a lee shore; and he also expressed an opinion, that Sir Richard had never been to the Ferrol squadron.

As far as we are competent to judge, the vindicatory statements of Mr. Pole, to which we beg leave to refer the reader,† are fully borne out by the papers before us.

We are not contending that Sir Richard's squadron sustained no inconvenience, from a shortness of provisions: on the contrary, we are fully aware that it did; but we are by no means disposed to attribute that inconvenience to "*delinquency*," as a certain newspaper has done,§ but rather to the unfavourableness of the wea-
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ther, which, in many instances, retarded the sailing of the men of war which were intended to relieve the squadron, and of the transports with stores, provisions, &c. Some of them, from bad weather, were also obliged to return, without effecting their object.

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* *Vide* page [illegible] of the present volume. † Page 251.

§ The newspaper here alluded to, is the *Times*, a print which certainly displays more literary ability than any other daily paper. Devoted, however, to the views of a party, in naval affairs, it is notorious for its misrepresentation of those facts which relate to the service.

It is admitted, that the Impetueux, Donegal, Warrior, and Emerald frigate, respectively sailed on the 4th of June, 6th of August, 18th of July, and 7th of August, with five months' provisions. The *Times* asserts, " that they [the squadron, we presume] received no supplies whatever (except 346 tons of water, which, among the whole squadron, is just consumption for sixteen days) till the 12th of January, which is, upon an average, about five weeks after their original stock of provisions would have been exhausted, if they had been kept on full allowance, and three weeks after the date of the above, wherein Sir Richard states his wants." After admitting, that several ensuing papers contain orders for ships to sail to the relief of the Rochefort squadron, the *Times* farther asserts, that none of those orders " are even *given* prior to the 21st of December, that is, upon the average, about a fortnight after the expiration of the period for which four of the ships had been originally provisioned."

With the same sources of information before us as the *Times* possessed, we must take the liberty of *flatly contradicting* these assertions. A letter from Mr. Miller, agent victualler at Plymouth, dated as early as the 5th of November, announces the *return* of *five* transports from the squadron off Rochefort, " having delivered their cargoes of *water*, coals, and candles," to that squadron; and, on the 14th of the *same* month, *ten* more transports sailed from Plymouth, laden with 552½ tons of water, 20 quarters of coals, and 20 fathoms of fuel wood, for Sir Richard Strachan's squadron. As to no orders having been given, for fresh ships to relieve those upon the Rochefort squadron, *prior* to the 21st of December, we have Lord Gardner's authority, in the papers before us, for stating, that, as far back as the 30th of October, the Conqueror was ordered to refit, and to proceed off Rochefort, expressly for that purpose, " taking with her as much additional provisions and as many live bullocks as the above ship can conveniently receive."

Had the statement of the *Times* been correct, Sir Richard Strachan's squadron *must* have been in *distress* for provisions before the 1st of December; instead of which, in a letter to Lord Gardner, of that date, Sir Richard says:—" Your lordship is already apprised of the want of sails, anchors, and cables, in the squadron; and I apprise you, it *begins* to be in want of provisions as well as water, the supply we have got by these transports being very trifling."—The transports here alluded to, are six, out of the ten which we have just mentioned; and, from these, Sir Richard obtained the 346 tons of water, as already stated. They had been in very great distress, and the other four had not joined. In this letter, Sir Richard admits, that he left Basque Roads, "in the hope of falling in with the victuallers."

The subjoined letters will shew the real state of the squadron, and the measures which were taken to relieve it:—

Extract of a letter from Admiral Lord Gardner, to the Hon. W. W. Pole; dated on board the Ville de Paris, Torbay, December 28, 1807.—(Received at the Admiralty, December 30, 1807.)

"You will receive herewith, for the information of my Lords Commissioners of the Admiralty, an abstract of the state and condition of the squadron employed off Rochefort: I also transmit herewith, the copy of a letter which accompanied the same, from Rear-admiral Sir Richard Strachan; and in reference to the earnest intreaty of the rear-admiral for my attention to the very reduced state of the ships, I desire you will acquaint their lordships, that my letter of the 14th instant (forwarded by the Conflict gun-brig) will acquaint him of the steps which have been taken for supplies being forwarded off Rochefort."

Extract of a letter from Rear-admiral Sir Richard Strachan, to Admiral Lord Gardner; dated on board the Cæsar, off Chasseron, Dec. 21, 1807.

"I avail myself of this opportunity to enclose a state of the squadron, and to request your lordship's serious consideration of the now exceedingly reduced state of the water and provisions, particularly in the articles of bread and spirits, the former at two-thirds allowance."

Extract of a letter from Admiral Lord Gardner, to the Hon. W. W. Pole; dated on board the Ville de Paris, Torbay, December 28, 1807.—(Received at the Admiralty, December 30, 1807.)

"In addition to my letter to you of this date, I think it necessary to lay before the Lords Commissioners of the Admiralty, the enclosed copy of another letter, which I received also this day, *via* Plymouth, from Rear-admiral Sir Richard Strachan.

"I observe what their lordships state in your letter to me of the 21st inst. and shall anxiously expect the junction of the two ships therein alluded to; the third I presume to be the Saturn,* which joined me yesterday, and which ship, you will acquaint their lordships, I have ordered off L'Orient to relieve the Defiance; and previously to the latter going into port, I have ordered Captain Hotham to receive from the Glenan Islands as much water as he can stow, for conveyance to the squadron off Rochefort, for Sir R. Strachan's disposal, as well as such provisions as he may be able to spare.

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* The third ship was the Cumberland.

"It has been blowing extremely hard all this day from S.W. by W."

Copy of a letter from Rear-admiral Sir Richard Strachan, Bart. to the Hon. W. W. Pole; dated Cæsar, Chasseron bearing E. by N. 8 leagues, December 25, 1807.—(Received at the Admiralty, December 30, 1807.)

"SIR,

"As it is uncertain when the commander in chief may receive my letters, I send a duplicate to you for their lordships' information; the reduced state of the provisions of the squadron, and the uncertainty at this season of the year of its getting a supply, rendering it proper that their lordships should have timely information of the state of the squadron.

"I have the honour to be, &c.

"*To the Hon. W. W. Pole, &c.* (Signed) "R. J. STRACHAN."

Extract of a letter from Rear-admiral Sir R. Strachan, to Admiral Lord Gardner; dated on board the Cæsar, Chasseron bearing E. by N. 8 leagues, 25th December, 1807.—Wind E.S.E.

"No material occurrence has happened since my letter of the 3d instant by the Foxhound; the squadron has contended with very blowing weather. I have put the squadron to two-thirds allowance of bread, but defer reducing the allowance of spirits as long as possible, as well as the other dry provisions, which are the articles, as you will perceive, the squadron is most in want of. The weather has been such, we have not been able to proportion the remains of provisions to each ship."

Extract of a letter from Admiral Young, to the Hon. W. W. Pole; dated on board the Salvador del Mundo, Hamoaze, December 28, 1807.—(Received at the Admiralty, December 30, 1807.)

"You will further be pleased to inform their lordships, that the lieutenant of the Martial having reported to me, that when he left Sir Richard Strachan, the squadron was on short allowance of bread, I have directed as much more bread as she can possibly receive, to be put on board the Mediator, and have ordered the commander of that ship, as soon as the wind and weather will permit him, to proceed with all possible despatch off Rochefort in the first instance, and afterwards to the squadron off L'Orient,

"It has blown too hard to-day to allow of any ship moving, or to admit of any progress being made by the ships fitting and refitting."

The following is an

Account of Provisions, and Pursers' Necessaries, remaining on board each Ship of the Rochefort Squadron, on the 23d of December, 1807.

Cæsar.—48 days' bread, and 43 rum; 11 weeks' beef, 12 pork, 11½ pease, 13½ oatmeal, 7 flour, 12½ suet and fruit, 3 butter and cheese, 4½ rice as cheese, 11½ sugar for oatmeal, and 12 vinegar; 151 tons of water, and 13 weeks' fuel and candles.

Spartiate.—55 days' bread, and 28 rum; 10 weeks' beef and pork, 13 pease, 8 oatmeal, 8 suet, 4 rice as cheese, 4 sugar as butter, 6 sugar for oatmeal, and 11 vinegar; 134 tons of water, 11 weeks' fuel, and 16 weeks' candles.

Impetueux.—15 days' bread and rum; 5 weeks' beef and pork, 3 pease, 2½ oatmeal, 2 flour, 4 suet and fruit, rice as cheese, and sugar as butter; 82½ tons of water, 2 weeks' fuel, and 6 weeks' candles.

Donegal.—19 days' bread, and 20 rum; 5 weeks' beef and pork, 3½ pease, 6 oatmeal, 4 flour, 5 suet and fruit, 2 rice as cheese, 1 sugar as butter, and 2 vinegar; 101 tons of water, and 3 weeks' fuel and candles.

Edgar.—24 days' bread and rum; 4½ weeks' beef, 8½ pork, 5½ pease, 6½ oatmeal, 1½ flour, 5½ suet and fruit, and 3 vinegar; 70 tons of water, and 7 weeks' fuel and candles.

Warrior.—40 days' bread, and 42 rum; 10½ weeks' beef, pork, and pease, 14 oatmeal, 2 flour, 3 suet, 5 fruit, 5½ rice as cheese, and 6 sugar as butter; 64½ tons of water, 7½ weeks' fuel, and 10½ candles.

Renown.—48 days' bread, and 35 rum; 7 weeks' beef and pork, 8 pease and oatmeal, 7 flour, 11 suet, 3 fruit, 7½ rice as cheese, and 8 sugar as butter, sugar for oatmeal, and vinegar; 97 tons of water, and 10 weeks fuel and candles.

Indefatigable.—46 days' bread, and 53 brandy, wine, and rum; 8 weeks beef, pork, pease, and oatmeal, 7 flour, suet, and fruit, 8 butter, cheese, rice as cheese, sugar as butter, and vinegar; 48 tons of water, 15 weeks' fuel, and 9 candles.

Emerald.—30 days' bread, and 26 brandy, wine, and rum; 4 week's beef, 5 pork, 4 pease, 5 oatmeal, 4 flour, suet, and fruit, 3 rice as cheese, and 3 sugar as butter; 19 tons of water, and 1 week's fuel and candles.

Phœnix.—70 days' bread and rum; 10 weeks' beef and pork, 8 pease, 10 oatmeal, flour, suet, fruit, butter, cheese, rice as cheese, sugar, sugar as butter, and vinegar; 41 tons of water, 5½ weeks' fuel, and 7 candles.

Raleigh.—52 days' bread, and rum; 7½ weeks' beef, pork, pease, oatmeal, flour, suet, fruit, butter, cheese, sugar as butter, and vinegar; 22 tons of water, and 7½ weeks' fuel and candles.

On the 30th of December, the Cumberland, Spencer, and Superb; and, on the 31st, the Colossus, were ordered to join Sir Richard Strachan, "with all possible despatch," for the purpose of relieving such of the ships as had been the longest on the Rochefort station.

The following documents will throw additional light upon this interesting subject:—

Extract of a letter from Mr. Thomas Miller, Agent Victualler at Plymouth, to the Commissioners for victualling his Majesty's Navy, dated Dec. 31.

"On the other side hereof (below) permit me to send you an account of live cattle, provisions, vegetables, and purser's necessaries I have put on board his Majesty's store-ship Mediator, for the supply of his Majesty's squadron off L'Orient and Rochefort; viz.

Oxen	40			
	Cwt.	*q.*	*lb.*	*Bags.*
Hay for cattle	67	3	0	in 189
Potatoes	376	2	27	in 374
Onions	34	1	23	in 24
Turnips	13	1	11	in 11
Biscuit	614	Bags.		
Rum	2,544	Gallons.		
Wine	1,584	Do.		
Beef	3,040	Doub. Pieces		
Pork	6,080	Do.		
Flour	22,418	Pounds.		
Suet	2,220	Do.		

Raisins	3,636	Pounds.
Pease	386	Bushels.
Oatmeal	444	Do.
Sugar for do.	3,413	Pounds
Butter	3,036	Do.
Cheese	6,131	Do.
Vinegar	509	Gallons.
Lemon juice	3,384	Pounds.
Sugar for do.	3,436	Do.
Tobacco	1,591	Do.
Coals	30	Quarters.
Candles	2,521	Pounds."

Extract of another letter (from the same to the same) dated Jan. 6, 1808.

"Allow me to inform you, that I have put on board his Majesty's ship Colossus the provisions expressed in the margin (below) for the service of his Majesty's squadron off Rochefort:—

Biscuit	161	Bags.
Rum	2,240	Gallons.
Beef	1,973	Double Pieces
Pork	3,872	Do.
Flour	11,840	lbs.
Suet	1,920	Do.

Pease	241	Bushels.
Oatmeal	180	Do.
Butter	2,916	lbs.
Cheese	3,076	Do.
Rice	3,033	Do.
Vinegar	380	Gallons."

On the 11th of January, the following provisions, and stores, were shipped on board two transports, for the use of Sir Richard Strachan's squadron:—

"635 cwt. of biscuit, 6,095 gallons of red wine, 3,380 8lb. pieces of beef, 6,760 4lb. pieces of pork, 21,630 lbs. of flour, 1,980 lbs. of suet, 3,375 lbs. of raisins, 844 barrels, and 4 casks, of pease, 204 barrels of oatmeal, 7,122 lbs. of butter, 1,025 gallons of vinegar, 4,099 lbs. of tobacco, 25 quarters of coals, and 2,580 lbs. of candles."

One of the transports sailed on the 15th of January; but the other, with the wine, butter, vinegar, tobacco, and part of the biscuit, coals, and candles, grounded on an anchor, and was under the necessity of being unladen.—The one which sailed, it should be observed, returned to Plymouth on the 2d of February, Sir Richard Strachan not having thought it necessary to take out any part of her cargo.

Extract of a letter from Sir Richard Strachan to the Hon. W. W. Pole, dated on board his Majesty's ship Cæsar, 10 *leagues south-west of the Roche Bonnes, January* 16, 1808.—(*Received at the Admiralty, January* 22, 1808.)

"I have the honour to acquaint you, for their lordships' information, that I have received your letter, informing me of the Superb, Spencer, and Cumberland being ordered to join this squadron to relieve other ships. The Superb and Mediator joined on the 12th, the Lavinia on the 14th, and the Colossus yesterday, but it was not till this morning that the weather would permit us to communicate by boats."

The following is the state of Sir Richard Strachan's squadron, as to provisions, &c. on the 18th of January:—

CÆSAR.—18 days' bread, 41 brandy, and 14 wine; 15½ weeks' beef, 14 pork, 21½ pease, 23½ oatmeal, 9½ flour, 4½ suet and fruit, 8½ butter, 4 cheese, 8 rice as cheese, 9½ oil, and sugar as oatmeal, and 14 vinegar; 102 tons of water, and 12 weeks' fuel and candles.

SPARTIATE.—79 days' bread, and 49 brandy; 15 weeks' beef, 14 pork, 19 pease, 15 oatmeal, 16 flour, suet, and fruit, 5 cheese, and rice as cheese, 3 sugar as butter, 4 oil, and sugar as oatmeal, and 12 vinegar; 86 tons of water, 10 weeks' fuel, and 11 candles.

COLOSSUS.—126 days' bread, and brandy; 18 weeks' beef, pork, pease, oatmeal, flour, suet, fruit, butter, cheese, rice as cheese, and sugar as butter; 205 tons of water, and 18 weeks' fuel and candles.

DONEGAL.—86 days' bread, 11 wine, and 14 rum; 6 weeks' beef, 10 pork, 6 pease, 16 oatmeal, 6 flour, 13 suet, 6 fruit, 4 butter, 2½ cheese, 1 rice as cheese, 3 sugar as butter, and 6 vinegar; 43 tons of water, 3 weeks' fuel, and 9 candles.

MEDIATOR.—47 days' bread, 3 wine, and 39 rum; 13 weeks' beef, 16 pork, 15 pease, 9 oatmeal, 4½ flour, 6 suet, and fruit, 2½ butter, 4 cheese, and rice as cheese, and 5 sugar as butter; 39 tons of water, 4½ weeks' fuel, and 13 candles.

Renown.—46 days' bread, 18 wine, and 40 rum; 21 weeks' beef, 18 pork, 13 pease, 25 oatmeal, 9 flour, 20 suet and fruit, 8 rice as cheese, 4 sugar as butter, 13 oil, and sugar as oatmeal, and 10 vinegar; 60 tons of water, 12 weeks' fuel, and 10 candles.

Superb.—91 days' bread, 36 brandy, and 47 wine; 18 weeks' beef, and pork, 12 pease, 10 oatmeal, 13 flour, 11 suet, and fruit, 12 butter, cheese, rice as cheese, and sugar as butter, and 13 oil, sugar as oatmeal, and vinegar; 165 tons of water, 10 weeks' fuel, and 9 candles.

Phœnix.—38 days' bread, wine, and rum; 5½ weeks' beef and pork, 3½ pease, 5½ oatmeal and flour, 4½ suet and fruit, 5½ butter and cheese, 3½ rice as cheese, and sugar as butter, and 5½ as vinegar; 16 tons of water, 1½ weeks' fuel, and candles.

Lavinia.—94 days' bread, wine, and rum; 13½ weeks' beef and pork, 7½ pease, 13½ oatmeal, flour, suet, fruit, rice as cheese, sugar as butter, and vinegar; 122 tons of water, and 13½ weeks' fuel and candles.

Raleigh.—32 days' bread, and 25 rum; 4 weeks' beef, pork, pease, oatmeal, flour, suet, fruit, butter, cheese, sugar as butter, and vinegar; 8 tons of water, and 3½ weeks' fuel and candles.

Conflict.—84 days' bread, and rum; 12 weeks' beef, pork, pease, oatmeal, flour, suet, butter, cheese, sugar as butter, and vinegar; 14 tons of water, and 12 weeks' fuel and candles.

Growler.—70 days' bread, wine, and rum; 10 weeks' beef, pork, pease, oatmeal, flour, suet, butter, cheese, rice as cheese, sugar as butter, and vinegar; 11 tons of water, and 11 weeks' fuel and candles.

Tribune.—Not present.

Indefatigable.—Ditto.

Eurydice.—Ditto.

The subjoined statement exhibits the stowage, and weekly expenditure of water, in tons, in the respective ships:—

	Stowage.	Expenditure.		Stowage.	Expenditure.
Cæsar	300	21	Superb	300	16
Spartiate	285	14	Phœnix	90	8
Colossus	260	15	Lavinia	140	7½
Donegal	300	14	Raleigh	33	3½
Warrior	212	14	Conflict	20	2
Renown	300	15	Growler	14	1¼

We shall conclude this important article with the following additional extracts of letters:—

Extract of a letter from Rear-admiral Sir Richard John Strachan, Bart. to the Hon. W. W. Pole, dated on board his Majesty's ship Cæsar, off the Roche Bonnes, January 16, 1808.—*(Received at the Admiralty, January* 22, 1808.

"*I feel most sensibly the prompt attention which has been paid to the wants of the squadron: the liberal relief which their Lordships have been pleased to send, has removed all my anxieties.*

"The enemy have a ship of the line, which has been refitting at Rochefort, added to their squadron at isle d'Aix, which gives me hopes we may have something to do with them, as I conclude, as soon as the Jemappe is ready, they will try to push to sea."

Extract of a Letter from Rear-admiral Sir Richard John Strachan to Admiral Lord Gardner; dated on board the Cæsar, 12 leagues S. W. of Roche Bonnes, 18th January, 1808.—Wind E. N. E. Fresh gales.

"The weather has been such that we have not been able to finish clearing the Mediator, or resuming our station off Chasseron; I have therefore kept the squadron in the stream of the rendezvous, that our look-out frigates and others may know where to find us, and also in the track which I think the enemy will take, should he sail whilst we are absent.

"We avail ourselves of its moderating to employ the boats; and as the bullocks were dying, and the vegetables spoiling, I thought it best to distribute them amongst the squadron, and to clear the Mediator of all her disposable provisions, thinking, as the Saturn had been ordered off L'Orient, that squadron would not be so much in want of supplies as this is.

"The Conflict, which had been looking for us on the coast, joined yesterday, and the Growler also joined from your lordship, and I have received all your letters, public and private, by these vessels, as well as those by the Lavinia, Colossus, and the Superb. I have heard nothing of the Spencer and Cumberland; and if I had not received your lordship's orders respecting these ships, by their not joining, I should have supposed their destination altered. The Donegal and the Warrior are the two next ships to go in, and I propose taking the stores, water, and provisions they can spare, as well as anchors and cables, which will put the remaining ships on a good footing."

Copy of a Letter from Rear-admiral Sir Richard Strachan to the Hon. W. W. Pole; dated on board his Majesty's Ship Cæsar. Chasseron bearing N. E. 50 miles. Jan. 23, 1808.—(Received at the Admiralty, Feb. 4, 1808.)

SIR,

Herewith I enclose a copy of my letter of this date to Sir John Duckworth. I have to apologize for the haste of this, but you are aware we have not a moment to lose. I am, &c.

Hon. W. W. Pole. R. J. STRACHAN.

(COPY.)

Cæsar, south-west Chasseron 50 miles,
SIR, *January 23, 1808—Wind N.E.*

Since the Mediator left the squadron, I have used my utmost exertion to regain our station off Chasseron, but strong north-east winds have prevented our getting to windward. This morning the Attack gun-vessel joined us, making the signal that the enemy had put to sea. She had a transport with provisions under convoy, and has seen us to leeward these two days past. Her commander acquaints me that the enemy was seen several leagues from the land, by the Phœnix, on Sunday last; and that Captain Mudge had detached the Raleigh to England with the intelligence; and that he supposes the Phœnix is to the northward looking for us; as the day is closing in, I despair of finding her, and, as no time is to be lost, shall proceed according to the route prescribed in Lord Gardner's instructions of the 7th of June, 1807, and 22d of October following, unless in my way towards Cape Finisterre I gain some intelligence of the destination of the enemy; in which case, if our water and provisions can be made to hold out, I shall follow wherever they are gone. The Indefatigable is to leeward; I make her signal of recall, and, with the ships named in the margin,* I shall make sail directly.

I have the honour to be, &c. &c.
(Signed) R. J. STRACHAN.

Vice-admiral Sir J. Duckworth.

Extract of a letter from Admiral Lord Gardner, to the Hon. W. W. Pole, dated at Lupton House, Brixham, 2d February, 1808.—(*Received at the Admiralty on the 4th February,* 1808.)

The Donegal having arrived in Cawsand bay, I enclose herewith a copy of a letter from Rear-admiral Sir Richard Strachan, addressed to Sir John Duckworth, dated the 29th ult. not before which day, it appears, the rear-admiral was aware of the enemy's escape from Rochefort.

Extract of a letter from Rear-admiral Sir Richard Strachan, to Vice-admiral Sir John Thomas Duckworth, dated on board his Majesty's ship Cæsar, Roche Bonnès S. W. by W. 20 *leagues,* 29*th January,* 1808.

"I have been prevented from getting out of the bay, in pursuance of my intention to get off Cape Finisterre, by the most tempestuous weather I ever experienced; but the squadron has not met with any particular accident, except the Cæsar losing the main-yard in a heavy squall. I have, therefore, taken the Donegal's; which ship being in course of pay, having a leak in her stem, and being shortest of water and provisions, I select to send in. Since I wrote by the Attack, 23d instant, we have had constant western winds, and no communication but by signal. The Cumberland fell in with us on the 24th, nearly on this bearing; but it was not till this day I got the intelligence, a copy of which I enclose."

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* Cæsar, Spartiate, Colossus, Superb, Donegal, Renown, Warrior, and Lavinia.

NAVAL HISTORY OF THE PRESENT YEAR, 1808.

(March—April.)

RETROSPECTIVE AND MISCELLANEOUS.

WE fear that our gallant admirals have made an unfortunate chase of it after the wily enemy; for some of Lord Nelson's old Agamemnons turn their quids, and look very sour upon it. The ill success both of Sir Richard Strachan, and Admiral Duckworth, is certainly peculiarly hard just at this time. It was of the utmost importance for Europe, that either the certainty of the escape of the French squadron, or its destination, should before this time have been ascertained.

Sir John Duckworth, after an unsuccessful cruise, comprising an extent of upwards of 13,000 miles, anchored in Cawsand bay on the evening of the 13th of April, with the following ships:—

Ships.	*Guns.*	*Commanders.*
Royal George	110	Vice Admiral Sir J. T. Duckworth
Neptune	98	Capt. Williams
Temeraire	98	—— Hamilton
Tonnant	80	Rear-admiral De Courcy
Dragon	74	Capt. Scott.

It appears that Sir John directed his course for Madeira, where he made a short stay; and from thence he proceeded to the West Indies. On the 1[illegible]th of February, as they were off Martinique, they fell in with Admiral Cochrane's squadron, which was blockading that harbour closely with six sail of the line, and several frigates. Gaining no information of the enemy there, the squadron repaired to St. Kitt's and Nevis, where they watered on the 18th and 19th of the same month. Then they ran down the islands as far as St. Domingo, but still neither heard nor saw any thing of the enemy. To the coast of America they next bent their course; and, on the 11th of March, they arrived off the Chesapeake, and continued to cruise on that station until the 21st of that month. The Americans by no means evinced a friendly disposition towards our squadron; they would not furnish a drop of water, the smallest quantity of fresh provisions, or even common vegetables, although the ships were on short allowance. Such being the unfriendly disposition manifested towards our countrymen, the squadron sailed on the 21st of March, for England. In their way they called at Newfoundland, and at the Western Islands, where they were furnished with a supply of fresh provisions, water, &c. thence they made the coast of Ireland; but they heard nothing concerning the Rochefort fleet.

Sir J. T. Duckworth's squadron is going to refit and victual directly for Channel service.

Various are the conjectures respecting the Rochefort fleet. Recent accounts from the Mediterranean state, that the Carthagena squadron returned at Minorca, having sustained much damage, and that they were watched there by Lord Cochrane. They also report, that the Toulon fleet had sailed with troops, and that Lord Collingwood and Sir R. Strachan were off Sicily, ignorant of the destination of the enemy. The force at Minorca is estimated at ten sail of the line and one three decker, nearly ready for sea. If this statement be correct, it probably includes the Carthagena and Rochefort squadrons. The French have besides four sail of the line at Corfu.

A Jamaica paper, of the 5th of March, states, upon the authority of a private letter, that twelve sail of the line, Spanish and French, had arrived at the Havannah on the 25th of February. No credit, however, is given to this report.

Mr. Rose, having satisfactorily adjusted the affair respecting the Leopard and Chesapeak, with the American government, reached England, in the Statira frigate, on the 22d of April.

By a Barbadoes paper, of the 8th of March, we are informed of the capture of the island of Marigalante, on the 3d of that month, by the Cerberus, Circe, and Camilla frigates, and Express brig, under the command of Captain Selby. The island was taken by surprise, and no serious resistance was attempted. Two hundred and fifty stand of arms, and about one hundred and fifty barrels of gunpowder, fell into the hands of the captors.

Marigalante is an island in the West Indies, discovered by Christopher Columbus, in the year 1493, of a circular form, and fourteen leagues in circumference. It was first settled by the French in the year 1647, from whom it was twice taken by the Dutch; in the year 1691, it was taken by the English, and again in the year 1759, but restored to the French in the year 1763. This island abounds with tobacco, and contains a great many grottos, as also several rivers and ponds of fresh water. Along the eastern shore run high rocks, which afford shelter to vast numbers of tropic birds. The western shore is flat, and the ground in general proper for cultivation. At the time of its last reduction by the British arms, one thousand hogsheads of sugar were manufactured yearly.—Long. 61. 6. W. Greenwich, lat. 16. N.

At the date of the latest accounts from our squadron off Lisbon, it was hourly expected that the Russian fleet would attempt to put to sea, in consequence of the great scarcity of provisions. Bread was 16d. per lb. and meat 8d. Buonaparte was endeavouring to raise 10,000,000l. in Portugal. The enemy's force in the Tagus consisted of nine sail of the line, two frigates, and three brigs. The British squadron was amply supplied with water and provisions.

A complete revolution has been effected in Spain; the King having abdicated his throne, in favour of his son, the Prince of Asturias. Whether this event has been produced by the populace, or by the agency of Buonaparte, is yet unknown. The latter is the more probable.

Sir Edward Pellew has proceeded on an expedition against Batavia.

On the 7th of April, Captain Rainier, of the Diadem, attended at the Admiralty, and reported that no intelligence had been received of the Blenheim or the Java.

The Madras Courier of October 21, states, that Capt. Troubridge, in his Majesty's frigate Greyhound, had arrived at the isle of France, under a flag of truce, to inquire after the fate of the Blenheim and Java; that his flag had been respected by General De Caen, who unable to afford him any further intelligence of these ships, save that general report stated them to have foundered off Madagascar, gave him an order, addressed to all persons under the domination of the French government, directing them to impart to Captain Troubridge all they might know concerning the vessels, and to afford him every facility during the continuance of his cruise in search of his father.

Imperial Parliament.

HOUSE OF LORDS.

TUESDAY, MARCH 22.

LORD *LAUDERDALE*, in a speech of considerable length, argued against the principles on which the Orders in Council had issued: and contended, that they would ultimately destroy our commercial interests with America, and the general prosperity of the country. He concluded by moving eight resolutions, directed against the justice and policy of the Orders in Council, as they appeared to his lordship to distress the commercial interest of this country, and as they seemed calculated to depress our character in the estimation of civilised nations.

On a division, there appeared in favour of his lordship's resolutions, 21; against them, 56.

MONDAY, MARCH 28.

The Orders in Council Bill, having been passed on the 25th, received the royal assent.

TUESDAY, MARCH 29.

Lord *Holland* entered on a discussion of the general policy of the Orders in Council; and concluded with moving five resolutions, tending to throw blame upon the present ministry.

Lords *Westmoreland* and *Hawkesbury* defended their conduct, and the expediency of the measures they had adopted.

Lords *Darnley*, *Auckland*, and *Lauderdale* condemned them, as prejudicial to the true interests of the country.

On a division, the proposed resolutions were negatived by 53 against 25.

WEDNESDAY, APRIL 6.

Lord *Grenville* gave notice, that he should move, on some day after the recess, the repeal of the Orders in Council Bill.

THURSDAY, APRIL 7.

The Bark Prohibition Exportation Bill was read a third time and passed.

FRIDAY, APRIL 8.

The Cotton Prohibition Exportation Bill was read a third time and passed.

MONDAY, APRIL 11.

Lord *Grenville* presented a petition, signed by many respectable Catholics of Ireland, similar to the Catholics' petition formerly presented. It was ordered to lie on the table, and to be taken into consideration on the 1[illegible] May.

TUESDAY, APRIL 12.

The Duke of *Cumberland* presented a petition from the Mayor and Corporation of Dublin, against the Catholic petition presented on the preceding day.—Ordered to lie on the table.

THURSDAY, APRIL 14.

The following bills received the royal assent by commission:

The Cotton Wool Exportation Prohibition Bill, the Irish East India Trade Bill, the Jesuit's Bark Exportation Prohibition Bill, the Irish Bark and Wool Exportation Prohibition Bill, and the Orders in Council Indemnity Bill.

Adjourned, for the holidays, to this day fortnight.

HOUSE OF COMMONS.

MONDAY, MARCH 21.

Mr. *Sharpe*, after a long speech, moved, "That an address be presented to his Majesty, acquainting him, that the house had taken into their consideration the papers relating to the expedition to Copenhagen, and that they had found them insufficient for the justification of ministers with regard to that measure."

Mr. *Stuart Wortley*, in reply, observed, that should the present resolution be negatived, he should then move another, the purport of which was, "to approve of the measures which ministers had adopted." After a debate of great length, the House divided on Mr. Sharpe's motion.—Ayes 64—Noes 224.—Majority 160.

Mr. *S. Wortley* then moved a vote of the House, approving of the conduct of ministers respecting the Copenhagen expedition. The previous question was moved on this resolution, and negatived.

The House then divided on the original motion.—Noes 61—Ayes 216.—Majority 155.

TUESDAY, MARCH 22.

Sir *C. M. Pole* moved various resolutions relative to the charter and management of Greenwich Hospital, which, with certain modifications suggested by Mr. Perceval, were agreed to.

MONDAY, MARCH 28.

On the motion of Sir C. Pole, a return was ordered of the offices under the Governor of the Royal Naval Asylum, and names of the persons employed therein.

TUESDAY, MARCH 29.

Lord *Folkestone* observed, that, however justifiable our conduct to Denmark might be, he could not consider it an act of justice to retain possession of her fleet longer than the present hostile state of affairs demanded it; he therefore moved an address to his Majesty expressive of that opinion.

Mr. *S. Thornton* replied; when, after a debate of some length, the House divided.—For the motion 44—Against it 105.

MONDAY, APRIL 4.

Mr. *Taylor* deferred his motion on the affair of the Dardanelles, till the 9th of May.

THURSDAY, APRIL 4.

The Rev. Mr. *Morgan*, secretary to the Royal Naval Asylum, presented some accounts repecting that institution.—Ordered to be printed.

FRIDAY, APRIL 8.

In a committee of supply, the sum of 30,000l. was moved for, towards carrying on the works of the Naval Asylum.

Sir *C. Pole* took occasion to make many pointed observations on the establishment, and suggested the necessity of having an estimate of the expence of the building.

Mr. *Perceval* admitted the propriety of the suggestion; and

Sir *J. Newport* thought it sufficient to grant 5000l. for the present for carying on the building.—This was agreed to.

MONDAY, APRIL 11.

Mr. *Morgan* presented at the bar certain estimates of the expences of the buildings and repairs of the Royal Naval Asylum. Ordered to lie on the table.

Mr. *Rose* moved for estimates of the monies required for buildings and repairs of the Naval Asylum, for the year ending 5th of May, 1809.—Ordered.

Sir *C. Pole* rose, and made his promised motion respecting that institution; and after various animadversions on the appointment and extravagant salary of Dr. Clarke, he concluded by moving,

"That this House are of opinion, that the appointment of qualified persons, who had served in the marine or naval service, to hold offices and employments in the Royal Naval Asylum, would be highly advantageous to the said institution, and calculated to lessen considerably the public expenditure in support of the same."

Mr. *Rose* defended the appointment of Dr. Clarke; and was replied to by Sir *C. Pole*; when the House divided:—for the previous question, 71; against it, 46:—majority against the original motion, 25.

Mr. *Lushington* moved for various papers respecting Sir H. Popham and the ship Etrusco.—Agreed to.*

Mr. *Calcraft* gave notice, that as the Rochefort papers were on the table, he would bring forward his motion on the 3d or 4th of May.

TUESDAY, APRIL 12.

Mr. *Grattan* brought up a petition, signed by a very great number of Roman Catholics in Ireland, praying for the removal of certain disabilities under which they laboured. The hon. member expressed his intention of moving that the petition should be taken into consideration on the 16th of May; but in consequence of certain informalities, he agreed to withdraw it for the present, and to bring it forward again after the recess.

THURSDAY, APRIL 14.

Adjourned for the holidays, to the 26th of the month.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, APRIL 5, 1808.

Extract of a letter from Vice-admiral Whitshed, to the Hon. W. W. Pole, dated on board his Majesty's ship Trent, in Cork Harbour, the 29th of March, 1808.

YOU will be pleased to acquaint the Lords Commissioners of the Admiralty, that his Majesty's ship Dryad arrived this day with a French privateer which she captured, as stated in Captain Drummond's letter to me, a copy of which I have the honour to inclose.

SIR, *Dryad, at Sea, March 22, 1808.*

I have great satisfaction in reporting to you the capture of the French brig privateer Bennair, by his Majesty's ship under my command, in lat. 47 deg. N. and long. 11 deg. W. She has ports for eighteen guns, but only mounts twelve six pounders, and two twelve-pounder carronades; sailed from Bourdeaux on the 10th instant, with a complement of ninety-five men, one half of which are Danes. She is a new vessel, and was on her first cruise; coppered, sails very fast, and complete, with provisions and water for three months. The only capture she has made is a Portuguese schooner bound to Cork, laden with salt.

I am, &c.

(Signed) ADAM DRUMMOND.

Vice-admiral Whitshed, &c. &c. &c. Cork.

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* *Vide* page 312.

APRIL 9.

Extract of a letter from Rear-admiral Vashon, to the Hon. W. W. Pole, dated on board his Majesty's ship Texel, the 2d instant.

I have to request you will be pleased to acquaint the Lords Commissioners of the Admiralty of the arrival here, last night, of his Majesty's sloop Ringdove, from a cruise to the northward; and herewith I inclose a letter which I have received from Lieutenant George Peak, her acting commander, giving an account of the capture of the Danish privateer brig Forden Shieold, Michael Goeff, commander, of one hundred and ninety tons burthen, pierced for fourteen guns, but had only ten long six-pounders mounted, with a complement of sixty-two men; out four hours from Bergen, and had made five captures during former cruises.

His Majesty's sloop Ringdove, Leith Roads,
SIR, *2d April*, 1808.

I have the honour to acquaint you, that, in pursuance of the information I received at Balta sound, mentioned in my letter to you dated the 29th ult. a copy of which is inclosed, respecting two privateers being seen off Shetland in possession of a sloop, supposed to be the Hope of Leith, I instantly weighed, and stood under all sail for Bergen. On the following day, at half past three P.M. being in latitude 60 deg. 50 min. N. and longitude 3 deg. 30 min. E. Bergen bearing east, distance thirteen leagues, and blowing heavy gales from the north by east, I have the satisfaction to acquaint you, that we saw a sail steering towards us. On nearing her, I made the private signals, supposing her to be one of our own cruisers; she immediately hoisted Danish colours, and endeavoured to effect her escape. I wore, and soon closed with her to leeward; and although I repeatedly ordered him to shorten sail, and heave to, he, trusting to superior sailing, obstinately refused, which obliged me to fire a few shot at her, the last of which unfortunately killed one man and wounded two; she then surrendered; but in consequence of the heavy sea I could not get the prisoners on board till the following morning. She proves to be the Forden Shieold, pierced for fourteen guns, and mounting ten; she had on board sixty-two men, and was four hours from Bergen; she is copper-bottomed, well found, sails remarkably fast, and is four years old; she has been in commission four months, and, in that time, made five captures, and would probably have proved a great pest to our trade had she not been taken. I am, &c.

(Signed) **GEO. PEAK, Acting Com.**

Rear-admiral Vashon, Leith.

APRIL 12.

Copy of a letter from Admiral Montagu, to the Hon. W. W. Pole, dated on board the Royal William, at Spithead, the 11th instant.

SIR,

Be pleased to lay before the Lords Commissioners of the Admiralty the inclosed letter from Captain the Hon. D. P. Bouverie, of his Majesty's ship Medusa, stating his having, on the morning of the 4th instant, fallen in with and captured l'Actif, French lugger privateer.

I have the honour to be, &c. GEO. MONTAGU.

His Majesty's ship Medusa, Dunnose N. W.
SIR, 11 *leagues, April* 4, 1808.

I have the honour to inform you, that I have this morning captured l'Actif, lugger privateer, of Dieppe, of fourteen guns. There were two other French lugger privateers in sight at the time, one of which being very near to leeward of us, I have every reason to expect we should have taken, but that it was necessary to examine four merchant vessels, among which the privateers were when we first saw them: one of these, a coasting sloop, we retook; the others had not been boarded by the privateers.

The three privateers left Cherburgh together yesterday morning; and last night took a coasting sloop besides the one above-mentioned, which we have not seen. L'Actif, as it appears by her log-book, has made but one capture, a collier brig, during her different cruises in the Channel, since her first fit out in the beginning of December last.

I am, &c.
(Signed) D. P. BOUVERIE.

To George Montagu, Esq. Admiral of the White, &c. &c. &c.

APRIL 19.

Copy of a letter from Captain Parker, of his Majesty's ship Stately, to the Hon. W. W. Pole, dated off Zealands Odde, March 25, 1808.

SIR,

Inclosed I transmit to you, for the information of my Lords Commissioners of the admiralty, a copy of my letter to Vice-admiral Russell, acquainting him with the capture and destruction of the Danish ship of the line Prince Christian Frederick, of seventy-four guns, on the night of the 22d of March. I have the honour to be, &c.

(Signed) GEORGE PARKER.

His Majesty's ship Stately, off Zealands Odde, 25th March, 1808.

SIR,

It is with much satisfaction I have the honour to acquaint you with the capture and destruction of the Danish ship of the line Prince Christian Frederick, of seventy-four guns.

Proceeding towards the Great Belt, in company with his Majesty's ship Nassau, at two P. M. on the 22d instant, we observed a strange sail; and the signal being made to chase, at four P. M. Greenall, on the coast of Jutland bearing N. W. by N. distant ten miles, we discovered that it was an enemy; and at five P.M. ascertained the chase to be a Danish ship of the line. I now saw that it was evidently the intention of the enemy to run his ship on shore; and as the night was approaching he might hope that, in our pursuit of him in the dark, we would have the same fate. This, I have since been assured, was his design. At forty-five minutes past seven P. M. Captain Campbell, in the Nassau, got up with the enemy, and commenced the action, and in a few minutes after the Stately closed: a running fight was now maintained for a considerable time, the enemy fighting with great obstinacy, until we succeeded in getting very near, and gave some close broadsides, on which he struck at about half past nine P. M. At this moment the ships were within two cables' length of the shore of Zealand; and before my first lieutenant, who took possession of the Danish ship, could [illegible] her anchor, she grounded. Fortunately this ship and the Nassau both got up near to her. During the remaining part of the night we were employed in taking out the prisoners; and at day-light of the 23d it was found impossible to get the captured ship afloat, the wind blowing strong on the shore, and that therefore the only course I could follow was to destroy her. The necessity for doing this, and for placing our own ships out of danger, soon became apparent, as the Danes were preparing their artillery on the coast, and as our ships were at anchor only two cables' length from the beach, they would have done us great injury. After removing the prisoners and wounded, in doing which we experienced much difficulty from the wind blowing strong, and a good deal of sea running, the enemy's ship was set on fire in the evening of the 23d, and in a short time blew up.

I am happy to say our loss has been small. It is trifling indeed when compared with the enemy, where the slaughter was great, he having fifty-five killed and eighty-eight wounded. We have however received considerable damage in our masts and rigging.

The Prince Christian Frederick was a very fine ship, copper-bolted, commanded by Captain Jayson, with a complement of six hundred and twenty men, and had five hundred and seventy-six on board.

I feel much indebted to Captain Campbell for his zeal and ability in the commencement and during the action, and to the officers, ship's company, and royal marines of his ship. My warmest gratitude and praise is due to the officers and seamen, and the officers and privates of royal marines, of this ship, for their brave and gallant conduct during the action, displaying throughout the cool intrepidity of British seamen. The same spirit animated both ships.

I beg leave to recommend in the strongest manner to the patronage of my Lords Commissioners of the Admiralty, Mr. David Sloan, my first lieutenant, to whom I am greatly indebted, not only for his brave and spirited conduct in the action, but also for his unwearied exertion in removing the prisoners and wounded from the Danish ship, and setting her on fire. He possesses, in an eminent degree, every quality requisite to form the officer and seaman.

Herewith you will receive a return of the killed and wounded.

I have the honour to be, &c.

(Signed) GEORGE PARKER.

To Vice Admiral Russel, &c.

List of the Killed and Wounded.

Stately.—2 seamen, 2 marines killed; 26 seamen, 2 marines, wounded.—Total 32.

Nassau.—1 seaman, killed; 11 seamen, 5 marines, wounded; 1 seaman, missing.—Total 17.

Officers Wounded.

Stately. Lieutenant Cole, slightly: Mr. Lemon, boatswain, severely; Mr. Davis, master's-mate, slightly.

Nassau.—Mr. Edward J. Johnson, volunteer 1st class, slightly.

(Signed) G. PARKER.

APRIL 19.

Copy of a letter from Rear-admiral Sir Edward Pellew, Bart. to William Marsden, Esq. dated on board his Majesty's ship Culloden, Madras Roads, October 18, 1807.

SIR,

I have the honour to transmit to you, to be laid before the Right Honourable the Lords Commissioners of the Admiralty, a letter from Captain Fleetwood Pellew, of his Majesty's ship Psyche, stating the capture of the Dutch corvette ship Scipio, of twenty-four guns, in Samarang bay, in the island of Java, on the 31st August last, together with the Dutch armed brig Ceres, of twelve guns, and a large merchant ship under their convoy from Batavia, which has since arrived in safety at Madras.

I have only to express my entire satisfaction at the judicious conduct of Captain Fleetwood Pellew on that occasion.

I have the honour to be, &c.

EDWARD PELLEW.

His Majesty's ship Psyche, at Sea, off Java,
September 2, 1807.

SIR,

I have the honour to acquaint you, that proceeding in the execution of your orders of the 18th of June last, his Majesty's ships Psyche and Caroline, on the 29th of August, reconnoitred the port of Sourabaya, and by a ship from Batavia (captured the following day) ascertained the situation of the enemy's line of battle ships, which are still inactive there, and represented as being in too bad a state to admit of repair.

As our success in a great measure depended on the intelligence the enemy might receive of our appearance on the coast, not a moment was lost in proceeding to Samarary, off which port the Psyche was enabled to anchor at midnight, the Caroline having previously parted company in chase by signal. At day-light I weighed and stood into the road, when the boats were despatched, under the direction of Lieutenant Kersteman, assisted by Mr. Charles Sullivan, to attack and bring out the enemy's vessels there: this service was completely effected, in a manner highly creditable to the officers and men employed on it; the boats having taken possession of, and towed out from under a heavy fire from the batteries, an armed schooner of eight guns, and a large merchant brig. The early part of the morning had discovered to us two ships and a brig at anchor outside, and from one of them having the appearance of a ship of war, not a doubt was to be entertained of their being enemies. To be ready to take advantage of the first setting in of the sea breeze, the captured vessels were destroyed, and before noon his Majesty's ship was clear of the harbour in chase of the enemy, whose vessels had weighed and stood to sea.

I soon had the satisfaction of finding that the good sailing of his Majesty's ship afforded me a fair prospect of closing with the ship of war: and at half past three, finding us fast coming up with them, they all bore up, and ran on shore about nine miles to the westward of Samarary, opening, at the same time, a well directed fire on us, which, on our anchoring in three fathoms water, was very smartly returned, though apparently without much success; the shoal water prevented my closing as near as I wished. In a few minutes the armed ship struck; and at half past four P.M. as I was preparing to hoist the boats out with an intention to attempt taking possession by boarding, the ship of war surrendered; the brig shortly afterwards fired a broadside, and hauled down her colours. On being boarded, they proved to be the Resolutie armed merchant ship, of 700 tons, with a valuable cargo, having on board the colours and staff of the 23d European battalion in the Dutch service; the Ceres, a remarkably fine brig, in the Dutch Company's service, of twelve guns and seventy men, a month from Batavia, under the convoy of the Scipio corvette, of twenty four guns and one hundred and fifty men: the latter had sustained very considerable damage, many shot having passed through the hull, her rigging much cut, and her commander, Monsieur Carrege, mortally wounded.

I am happy to add, that they were all got afloat the same night without [illegible] by the persevering activity of my officers and men.

[illegible], the Caroline not having joined, and the ship's company [illegible] reduced by the absence of three officers and fifty men in [illegible] was induced to accede to a proposal made by the governor of [illegible] for allowing the prisoners to go on shore, the officers signing their [illegible] proper receipts given for the soldiers and seamen.

I cannot too highly praise the zeal and activity displayed by the officers and men I have the honour to command on the whole of this service; and I regret that the force of the enemy did not afford a fuller scope to their exertions.

I have the honour to be, &c.

FLEETWOOD B. R. PELLEW.

To His Excellency Sir Edward Pellew, Bart.
Rear-Admiral of the Red, Commander in
Chief, &c. &c. East Indies.

APRIL 26.

Copy of a letter from Peter Rainier, Esq. Captain of his Majesty's ship the Caroline, addressed to Rear admiral Sir Thomas Troubridge, Bart. dated the 19th of October, 1806, a duplicate of which has been transmitted by Captain Rainier to the Hon. W. W Pole.

His Majesty's ship Caroline, off Batavia,
SIR, *October* 19, 1806.

After putting the former part of your orders into execution, I proceeded to Anger Point, where I obtained information that the enemy's line of battle ships were all to the eastward.

On the morning of the 18th instant, I captured a small brig from Bantam, from whom I learnt that the Phœnix, a Dutch frigate, of 36 guns, was undergoing repairs at Omust; it appearing to me that she might be brought out, I was making the best of my way there, when between Middleby and Amsterdam islands, I discovered two men of war brigs at anchor, one of which I captured, the other made her escape by being too close in shore for us to pursue her; the captured brig was the Zeerop, of fourteen guns, commanded by Captain Groot. Whilst taking possession of her, I observed the Phœnix slip from Omust and run for Batavia Road. From the officers of the Zeerop we gained intelligence, that the Maria, a Dutch frigate, was lying in the roads, manned from the shore, being aware of our approach. A short time after I observed her, and likewise the William sloop of war, with the brig that before escaped us.

As I distinctly made out the frigate to be the largest ship in the road, I ran for her with springs on both cables; the enemy commenced firing at us as soon as we were within gun-shot, which was not returned till we came as close as the wind would allow us, which was within half-pistol-shot, when we opened our fire. The action continued about half an hour, when the enemy hauled down their colours; on boarding, she proved to be the Dutch Republican frigate Maria Reygersbergen, of thirty-six guns, eighteen-pounders on the main-deck, and two hundred and seventy men, commanded by Captain Jager (second in command). The Maria was launched in 1800, and is a fast sailing ship. We had to encounter besides the frigate, the William of 20 guns, Patriot of 18, and Zeeplong of 14 guns, with several gun-boats; and there were thirty gun-boats lying in shore, which did not attempt to come out. I beg leave to state, that when the action commenced we had short of complement, by men away in prizes, sick at hospitals, &c. 57 in number.

I am sorry to say that it was not in my power to capture either the Phœnix, William, Patriot, or Zeeplong brig, as his Majesty's ship Caroline and the Maria were after the action in four fathoms water, and surrounded by many dangerous shoals.

I anchored both ships in the offing to repair damages. Whilst running out of the roads I observed the Phœnix, with the vessels above mentioned, and all the Dutch merchant ships run on shore.

As the first brig I captured was of little value, and the crew very sickly, I put as many of the prisoners on board of her as she could carry, and most of the officers, and sent them to Batavia on their parole, after running without the islands.

I have sent Mr. Lemage, my first lieutenant, in charge of the Maria, whose conduct during the action I was fully satisfied with. And when the superior force is considered that was opposed to us, and the great loss the enemy have sustained, I trust I may be permitted to recommend Lieutenant Cressy, who commanded on the main-deck, with acting Lieutenants Shink and Pedder, their conduct meeting my highest approbation.

I cannot speak too highly of Mr. Bain, the master, in laying me alongside the Maria, and whose accurate knowledge of the seas enabled me to take the ship into Batavia. The conduct of the warrant and petty officers was much to my satisfaction, as was the brave and steady behaviour of the seamen and marines.

I herewith inclose a list of our killed and wounded, with the disposition of the enemy's squadron in these seas, and a list of ships taken and run on shore by his Majesty's ship under my command.

I have the honour to be, &c,

To his Excellency Rear-admiral Sir Thomas **P. RANIER.**
Troubridge, Bart. &c. East Indies.

P. S. I have not been able to get a correct account of the killed and wounded on board the prize, but from the surgeon's report they had fifty killed and wounded.

List of Killed and Wounded.

Killed.—John Lawson, seaman; William Williams, ditto; William Ricketts, ditto; four Dutch prisoners who were in the hold.

Wounded dangerously, since dead.

Lieutenant Williams, royal marines; William Gibbs, seaman; William Longmore, ditto; John Terryl, ditto; Daniel Sulivan, ditto; Edward Barnes, marine.

Wounded slightly.

Thomas Pearson, seaman; W. M. Thomas, ditto; Jasper Howe, ditto; Bernard Maxwell, ditto; John Lance, ditto; Michael M'Cormac, ditto; John Morrison, ditto; Alexander Creighton, ditto; Thomas Robinson, ditto; Richard Brownsden, ditto; William Isby, ditto; John Lattrie, ditto.

P. RAINIER.

List of Dutch ships taken and run on shore at Batavia, on the 18th of October, 1806, by his Majesty's ship Caroline.

Zeerop, fourteen guns. Captain Groot, taken; Maria Reygersbergen, Commodore Jager, ditto; Phœnix, thirty-six guns, Captain Vanderzader, run on shore; Maria Wilhelmina, six guns, ditto; William, twenty guns, Captain Fitters, ditto; Patriot, eighteen guns, ditto; Zeeplong, fourteen guns, ditto; Seven merchant ships.

P. RAINIER.

Copy of a letter from Vice-admiral the Right Hon. Lord Collingwood, to the Hon. W. W. Pole, dated on board his Majesty's ship Ocean, at Syracuse, January 26, 1808.

SIR,

The Renommée and Grasshopper were stationed, in December last, off Carthagena, to watch the Spanish squadron, and when Captain Searle was detached on the look-out, he fell in with three Spanish vessels of war, described in his letter (a copy of which I enclose); and notwithstanding the great superiority of their combined force, he attacked and took the largest of them, the two others making their escape.

This communication I have great pleasure in making known to their lordships, who will see in it an instance of that zeal and enterprise which marks the general conduct of Captain Searle. I have the honour to be, &c.

(Signed) COLLINGWOOD.

His Majesty's ship Grasshopper, off
Carthagena, 12th Dec. 1807.

SIR,

I beg to acquaint you, that yesterday, when looking out off Cape Palos, agreeable to your directions, I discovered a number of the enemy's vessels at anchor under the cape: his Catholic Majesty's brig of war St. Joseph, [illegible] pounders, manned with ninety-nine men, and commanded by [illegible] Teniente de Naviro, got under weigh, and came out to attack his Majesty's sloop Grasshopper, under my command, accompanied by the two vessels of war, belonging to his Catholic Majesty, named in the margin;* the St. Joseph I brought to close action, when, after 15 minutes resistance, she struck her colours, and ran on shore, upon which I anchored, and with the greatest exertions of the officers and ship's company, succeeded in getting her off; the other two vessels bore up and made all sail from us the moment the brig struck, or I have no doubt we should have captured the whole of them.

I beg to observe, that I received every assistance possible from Lieutenant Cornelius Wellis, whose good conduct on this and every other occasion merits my warmest thanks; the conduct of all the officers and men gave me great satisfaction.

In this affair we had two men severely wounded: the loss of the enemy I could not ascertain, as a number of them jumped overboard, and I fear a great many of them were drowned.

The St. Joseph is only six years old, is copper-fastened, well found in every respect, sails remarkably fast, is pierced for sixteen guns, is one hundred and forty-five tons burthen, and in my opinion well calculated for his Majesty's service.

I have the the honour to be, &c.

(Signed) T. SEARLE, Capt.

To Sir Thomas Livingstone, Bart. Captain of His Majesty's Ship Renommée, and senior Officer at Carthagena.

APRIL 26.

Extract of a letter from Rear-Admiral Purvis to Vice-Admiral the Right Hon. Lord Collingwood, dated on board His Majesty's ship Atlas, off Cadiz, April 6, 1808.

Having directed the captains of the Mercury and Grasshopper to put themselves under the orders of Captain Maxwell, of the Alceste, off the light-house, until Sir John Gore, in the Revenge, with the Excellent, should return to that station, it appears by Captain Maxwell's letter to me of the 4th inst. that a large convoy of the enemy, was discovered pushing for Cadiz from the northward, under the protection of about twenty gun-boats, and a numerous train of flying artillery on the beach. At three P. M. the convoy being off Rota, Captain Maxwell, with his little squadron, attacked them, and after having destroyed two of their gun-boats, driven the others away, and silenced the batteries at Rota, they captured seven of the convoy, and drove many of them ashore in the surf. Captain Maxwell gives Captain Searle the credit of silencing the batteries at Rota, and speaks of him in terms of high praise and admiration for his gallant behaviour and skilful management in the midst of shoals, driving the enemy from their guns with his grape-shot, and keeping a division of the gun-boats in check at the same time, which had come out from Cadiz to assist the others engaged by the Alceste and Mercury. Captain Maxwell speaks of his officers and men, as well as of those belonging to the Mercury and Grasshopper, in exalted terms for their bravery and cool behaviour, and particularizes the names of many officers, which your lordship will see in the copy of his letter, which I have the honour herewith to enclose.

His Majesty's ship Alceste, in-shore, off Cadiz, April 4, 1808.

SIR,

I have the honour to inform you, that when at anchor to-day with his Majesty's ship Mercury, and Grasshopper brig, St. Sebastian's lighthouse

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St. Medusa Mestrio, ten twenty-four-pounders, and seventy-seven men; St. Aigle Mestrio, eight twenty-four-pounders, and fifty men.

S. E. distant three miles, wind W. S. W. a large convoy of the enemy was discovered coming close along shore from the northward, under the protection of about twenty gun-boats, and a numerous train of flying artillery on the beach. At three P. M. I made the signal to weigh, and attack the convoy, and stood directly in for the body of them, then off the town of Rota; at four, the enemy's shot and shells from the gun-boats and batteries going far over us, his Majesty's ships opened their fire, which was kept up with great vivacity until half-past six, when we had taken seven of the convoy, and drove a great many others on shore on the surf; compelled the gun-boats to retreat, which they did very reluctantly, and not until two of them were destroyed; and actually silenced the batteries at Rota, which latter service was performed by the extraordinary gallantry and good conduct of Captain Searle, in the Grasshopper, who kept in upon the shoal to the southward of the town so near as to drive the enemy from the guns with grape from his thirty-two-pound carronades, and at the same time kept in check a division of gun-boats that had come out from Cadiz to assist the others engaged by the Alceste and Mercury. It was a general cry in both ships, "Only look how nobly the brig behaves!" The situation of our little squadron was rather a critical one, tacking every fifteen minutes close on the edge of the shoal, with the wind in, and frequently engaged both sides; in the heat of the action, the first lieutenant, Allen Stewart, volunteered to board the convoy, if I would give him the boats. I was so struck with the gallantry of the offer, that I could not refrain from granting them, although attended with great risk. He went, accompanied with Lieutenant Pipon and Lieutenant Hawky, of the royal marines, who most handsomely volunteered to go, as their party were chiefly employed working the ship; Mr. Arscott and Mr. Day, master's mates, Messrs. Parker, Adair, Crooker, M'Caul, and M'Lean, midshipmen; they were soon followed by the Mercury's boats, under the command of the First Lieutenant W. O. Peil, accompanied by Lieutenant Gordon, and Lieutenant Whylock, Mr. Ducain, and Mr. M. R. Cummings, master's mates. The boats, led by Lieutenant Stewart, pushed on in the most gallant manner, boarded and brought out seven Tartans from under the very muzzles of the enemy's guns, and from under the protection of the barges and pinnaces of the combined fleet, which had, by that time, joined the gun-boats. I was greatly indebted to Lieutenants Hickman and Jervoise (who both wished to go in the boats) for the spirited and well-directed fire they kept up from the main-deck; also to Mr. Westlake, the master, for his great attention to the steering and working the ship; and I have much pleasure in adding, that the other officers, seamen, and marines, behaved with the utmost bravery and coolness. Captains Gordon and Searle (whose gallantry and excellent conduct it might be presumption in an officer of my standing in the service to comment upon) also report upon the great bravery and coolness of their respective officers, seamen, and marines. It is with much pleasure I have to add, the frigates have received no material damage: the Mercury, an anchor shot away, her sails and rigging cut, though not much; our sails and rigging in the same way; but the Grasshopper, I am sorry to say, is a great deal damaged in the hull, the main-topmast shot through, shrouds, sails and running rigging cut almost to pieces; she had one man mortally wounded, the gunner and two others wounded, but not severely.

The captured vessels are all loaded on government account for the arsenal at Cadiz: and, I am happy to say, there is a very considerable quantity of valuable ship timber.

The zest of this little service was greatly heightened by being performed in the mouth of Cadiz harbour, and in the teeth of eleven sail of the line.

I have, &c.
(Signed) MURRAY MAXWELL.
Rear-Admiral Purvis, &c.

Extract of a letter from Vice admiral Dacres, Commander in chief of his Majesty's ships and vessels at Jamaica, to the Hon. W. W. Pole, dated on board the Shark Port Royal, 20th of February, 1808.

The Decouverte cruising down the south side of St. Domingo, having been fortunate enough to fall in with some of the enemy's privateers, has captured one, and destroyed another and her prize; as much credit is due to Lieutenant Campbell for his activity, I enclose you a copy of his letters on the occasion for the information of the Lords Commissioners of the Admiralty.

His Majesty's schooner Decouverte, Blue-hole Bay,
St. Domingo, February 8, 1808.

SIR,

I beg leave to acquaint you, that at one P.M. yesterday, the 7th instant, when running down between Altavella and the Main, I discovered three sail in this bay, which I soon found to be two schooners (enemy's cruisers) and an English ship, their prize; one of the former made her escape to windward; after a running fire for a considerable time, I drove the other and the ship on shore; the hopes of recovering the ship induced me to anchor all night, and sound the bay, for the purpose of getting near her in the morning, which I accomplished within musket-shot, when I found her in possession of the enemy, covered by small-arm men from the shore; after considerable firing from the Decouverte, we drove the enemy out of the ship, and by a flag of truce I demanded her and whatever prisoners might be on board the schooner, but was refused. Finding, from circumstances, it impossible to get her off, I directed Mr. M'Intire, master of the Decouverte, with a detachment of small arm men, to set her, if possible, on fire, a service which he performed in a most handsome manner, under a very heavy fire from the enemy; the privateer should have shared the same fate had we water to get near her, but she is perfectly lost, having bilged on the rocks; the ship was the Matilda, of Halifax, bound to Jamaica.

I have the honour to be, &c.
Vice-admiral Dacres, &c. (Signed) COLIN CAMPBELL.

His Majesty's schooner Decouverte, off St. Domingo,
February 9, 1808.

SIR,

I have the honour to inform you, that I, this morning at daylight, discovered a schooner in Bottomless Cove, and, after a long chase, came up with her at three P.M. when I found her to be an enemy's cruiser: at half-past three we commenced action with her, which continued at half pistol-shot from her, for forty-five minutes, when she struck to his Majesty's schooner under my command. I find her to be la Dorade from St. Domingo, commanded by Monsieur Netly, mounting a long eighteen-pounder, two nines, and seventy-two men. The enemy's loss has been considerable; they left us the distressing duty of committing seven of them to the deep after the action, and about the same number I find were thrown over during it: their loss appears to have been about fourteen killed, and three wounded. I am sorry to be under the necessity of annexing a list of wounded belonging to the Decouverte, most of them, I fear, dangerously; but, when I consider the obstinate resistance of the enemy, I think we are, on the whole, fortunate. Three of our guns were dismounted the second round, on the side we engaged, which gave the enemy a great advantage, as well as a superiority of force over us. I feel much satisfaction in the capture of this vessel, as from fast sailing, and the intrepidity of her crew, she might have done much mischief. I beg leave to express my highest approbation of the conduct of Mr. M'Intire, master of the Decouverte, on this occasion. Being sensible of my over deficiency in writing briefly, I hope you will forgive my intruding so much on your time by such long letters.

I have the honour to be, &c.
(Signed) COLIN CAMPBELL.

To J. R. Dacres, Esq. Vice-admiral of the White, Commander in Chief, &c.

A List of Men wounded.

John Ismay, boatswain's mate, dangerously; Matthias Voss, seaman, supposed mortally; Benjamin Hodgherson, seaman, dangerously; James Johnson, seaman, ditto; John Brown (1) seaman, not dangerously; Moses Page, seaman, dangerously.

Copy of a letter from Vice-admiral Dacres, to the Hon. W. W. Pole, dated on board the Shark, Port Royal, the 21st February, 1808.

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, a copy of two letters I have received from Captain Broughton, of the Meleager; one reporting the capture of a felucca-rigged Spanish privateer by the boats, the other a Spanish letter of marque, with a cargo, by the ship I am, &c.

J. R. DACRES.

His Majesty's ship Meleager, off St. Jago de Cuba, 9th February, 1808.

SIR.

I beg leave to inform you, last night the barge cutter and jolly boat, with forty-one men, under the command of Lieutenant Tupman, with Lieutenant Swinburn, and Lieutenant Denne, of the royal marines, boarded in a very gallant manner, and captured without loss, le Renard, French felucca-rigged privateer, armed with one long six-pounder, a large proportion of muskets, and forty-seven men, eighteen of whom jumped overboard, and swam for the shore. She was perfectly prepared, expecting to be attacked by the boats of a man of war brig that chased her in the day. Le Renard sails very fast; had been twenty-seven days at sea, and, I am happy to say, without making a capture.

I have the honour to be, &c.
(Signed) J. BROUGHTON, Captain.

Vice-admiral Dacres, &c.

His Majesty's ship Meleager, eighteen leagues westward of St Jago, 19th February, 1808.

SIR,

I beg leave to inform you, this morning his Majesty's ship under my command captured the Antelope, Spanish schooner letter of marque, pierced for fourteen guns, but mounting only one long eighteen-pounder in midships, and four sixes, with a complement of sixty-two men, from Cadiz, bound to Vera Cruz, last from St. Jago, which place she left yesterday evening, laden with dry goods, brandy, and wine. The Antelope is a very fine vessel, sails well; the four six pounders were thrown overboard in the chase.

I have the honour to be, &c.
(Signed) J. BROUGHTON, Capt.

To Vice-admiral Dacres, &c.

Copy of another letter from Vice-admiral Dacres to the Hon. W. W. Pole, dated on board the Veteran, 6th March, 1808.

SIR,

I enclose you, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain Coghlan, of the Elk, acquainting me of the capture of a French privateer.

I am, sir, &c. J. R. DACRES.

His Majesty's brig Elk, Nassau, New Providence,
February 18, 1808.

SIR,

I have much pleasure in acquainting you with the capture of the French schooner privateer Harlequin, Petre Audia, commander, by this brig, in the Caicos passage, on the 12th instant, carrying two carriage guns and a quantity of small arms, having on board 54 men, ten days from Barracoa; she had made one capture, an American ship, (under Swedish colours) from cape François, in the island of St. Domingo, to Philadelphia, with a cargo of coffee and sugar.

I have the honour to be, &c.

JER. COGHLAN.

Vice Admiral Dacres, &c. Jamaica.

Naval Courts Martial.

On the 9th of April, and by adjournment, on Monday the 11th, a court martial was held on board the Salvador del Mundo, in Hamoaze, for the trial of five mutineers of the Edgar, viz. Henry Chesterfield, captain of the main-top, John Rowlands, boatswain's mate, and George Scarr, Abraham Davis, and Joseph Johnston, seamen.

Rear admiral SUTTON, President.

It appeared by the evidence of Lieutenant Campbell, that on the 28th of March last, when the ship lay in Cawsand Bay, he was acquainted, while in the ward-room, that the ship's company were assembling in a body on the quarter-deck; on going there they demanded with one voice, "Fresh captain and officers," and some of them called out, "an answer and no mutiny." Lieutenant Campbell, after remonstrating with them once or twice, was obliged to order the marines to be drawn up on the quarter-deck, and was on the point of directing them to fire, when they thought fit to disperse. The five prisoners were seized and put in irons directly. In their defence, the petty officers attempted to prove they were intimidated to go on the quarter-deck by the threats of the ship's company. Their sentence are as follows:—Chesterfield to receive 700 lashes round the fleet, and to be kept in solitary confinement two years; Rowland, 300 lashes; Scarr, 500 lashes, and one year's solitary confinement; and Davis and Johnston 200 lashes each.

On Wednesday, 13th April, a court martial was held on board the Salvador del Mundo, at Plymouth, for the trial of Mr. James Young, sub-lieutenant of the Snapper schooner, on the following charges:—1st, smoking in the galley with the people; 2d, absenting himself without leave in a gale of wind, and returning in a state of intoxication, and for taking and permitting liberties with the people, derogatory to the character of an officer. After a full examination of the charges, the court adjudged Sub-lieutenant Young to be severely reprimanded, and he was reprimanded accordingly.

Promotions and Appointments.

Captain King is appointed to the Sirius, *vice* Prowse; Captain Dixen is appointed to the Aurora, *vice* Seymour; Captain R. Harward is appointed to command the Delphenen; Captain R. Matson is appointed to command the Braave, prison ship.

Captain James Brisbane is appointed to command the Belle Poule.

Captain Sir Harry Burrard Neal, Bart. is appointed to the Bombay, just launched at Deptford.

Lieutenant Graham is appointed to be first of the Victory, Sir James Saumarez' flag-ship.

Captain Dumaresq, of the Diomede, is appointed to command the Victory, *vice* Scuell.

Captain George Hope, of the Pompée, is appointed to be captain of the Baltic fleet.

Mr. Squire is appointed to be master of the fleet in the Baltic.

The Rev. Mr. Bingley is appointed chaplain of the Victory.

Lieutenant Bewick is appointed to the Victory.

Captain John Smith is appointed to command the bomb-vessel, Devastation, at Woolwich.

Mr. Seamen, late purser of the America,, is appointed to the Warspite.

Captain Balderston is appointed to command the Parthean, at Deptford.

Captain Palmer is promoted to the rank of post captain.

Captain Dillon, of the Childers, is promoted to the rank of post captain.

Lieutenants Barns, Reid, Hon. G. Tournour, Muston, Weeks, Ross, and Reed, are appointed to be lieutenants of the Victory.

Captain Parkinson is promoted to the rank of post captain, and appointed to the Ardent.

Rear-admiral Sotheby has hoisted his flag on board the St. George, Captain Bertie.

Captain Cumly is appointed to be the flag captain with Admiral Rowley, on the Jamaica station.

Captain Ball is appointed to command the Gibraltar, *vice* Johnson.

Captain Carthew is appointed to the Gloire.

Captain G. Reynolds is appointed to the Crescent, *vice* Carthew.

Captain Donelly to the command of the Invincible; Captain Fraser to the Aboukir; Captain Cockburn to the Pompée.

Captain Fraser, of the Vanguard, is appointed to command the sea fencibles at Dundee.

Captain Newman is appointed to the Hero; Captain Tremlett to the Alcmene, *vice* Brisbane; Captain Thompson (second) to the Bonne Citoyenne; Captain Richard Evans to the Leveret.

Captain George Langford, of the Sappho, is promoted to the rank of post captain.

Lieutenant William Charleton is promoted to the rank of commander, and appointed to the Sappho, *vice* Langford.

Rear-admiral Bertie is appointed to supersede Vice-admiral Sterling, as commander in chief of his Majesty's ships and vessels at the Cape of Good Hope.

Lieutenant Tatham is appointed to command the gun-brig Dapper, at Portsmouth.

Mr. Miller, of the Admiralty Office, is appointed to be agent of the naval hospital at the Cape of Good Hope, *vice* Willet, dismissed.

Lord Viscount Neville is appointed to be a lieutenant of the Victory.

Lieutenant Thomas Mansell (first) is appointed to the Victory.

Mr. J. P. Lancy, purser of the Beaver sloop, is appointed to be secretary to Captain Hope, captain of the fleet.

Captain T. G. Skinner is appointed to command the Ægera.

Captain Clephane is appointed to the Acorn.

Lieutenant Jonathan Nicholls is appointed to the Rolla.

Captain Wynter is appointed to command the Cadmus sloop.

Mr. Theobald Mills is appointed surgeon of the Champion; Mr. Wade Shields to be surgeon of the Diomede; Mr. Valentine Duke, surgeon, to the Victory; Mr. Stephen Sherlock, surgeon, to the Avenger; Mr. John Irvine, surgeon, to the Minotaur.

Mr. W. M'Ewen is appointed assistant-surgeon of the Pinche, gun-brig; Mr. Thomas Barns to be assistant surgeon of the Fisgard; Mr. Lewis Tegart to be assistant-surgeon of the Warspite.

Mr. Henry Radford to be hospital mate at the naval hospital at Yarmouth.

Mr. Robert Shand to be surgeon of the Alcmene; Mr. Thomas Martill to be surgeon of the Subtile schooner.

Mr. J. A. Thompson to be assistant-surgeon of the Gibraltar; Mr. R. H. Feelly to be assitant-surgeon of the Invincible; Mr. James Napper to be assistant-surgeon of the Thetis; Mr. J. J. Inger to be assistant surgeon of the Aboukir; Mr. G. Michell to be assistant-surgeon of the Sussex.

Mr. G. Fairfowl to be surgeon of the Invincible; Mr. Philip Lowry to be surgeon of the Myrtle sloop.

Mr. T. Thomas to be assistant-surgeon of the Audacious.

Mr. John Clerk to be surgeon of the Ægera; Mr. G. Campbell to be surgeon of the Ned Elven; Mr. Robert Ricalton to be surgeon of the Galatea; Mr. Walker to be surgeon of the Fleche; Mr. Thomas Marchant to be surgeon of the Acorn; Mr. James Heron to be surgeon of the Delphinen; Mr. William Donaldson to be surgeon of the Allart; Mr. G. Galbraith to be surgeon of the Parthean; Mr. William Ratty to be surgeon of the Cadmus; Mr. Douglas Kirk to be surgeon of the Leveret; Mr. R. Jefferys to be surgeon of the Dasher; Mr. B. Dinan to be surgeon of the Psyche.

Mr. J. E. Anderson to be assistant-surgeon of the Flying Fish; Mr. R. D. Hamilton to be assistant-surgeon of the Tromp; Mr. A. Stewart to be assistant-surgeon of the Locust; Mr. James Brown to be assistant-surgeon of the St. George; Mr. Mark Dill to be assistant-surgeon of the Princess of Orange; Mr. W. Kennedy to be assistant-surgeon of the Phœnix.

Mr. W. Leaky to be hospital mate at Deal Hospital.

Mr. Naughton to be assistant surgeon of the Chiffonne; Mr. James M'Connel to be assistant-surgeon of the Virginie; Mr. David Beatie to be assistant-surgeon of the Pompée; Mr. James O'Connor to be assistant-surgeon of the Trent.

Mr. Andrew Gewmell to be surgeon of the Delphinen.

Mr. Anderson to be assistant-surgeon of the Bellerophon.

Mr. William Stuart to be surgeon of the Bonne Citoyenne.

Mr. John Dunthorn to be assistant-surgeon of the Amethyst; Mr. J. Field to be assistant-surgeon of the Unicorn.

Lieutenant C. Betty is appointed to the Myrtle; Lieutenant William Hamilton to the Tigre; Lieutenant Phillips, from the Pilot, to the Speedy sloop; Lieutenant Felix to the Edgar.

Captain Nott is appointed to the Childers; Captain Welch to the Charles, armed ship.

Lieutenant Pringle is appointed to command the Rochester, prison ship; Lieutenant Russel to the Kite; Lieutenant Thorn to the Bonne Citoyenne; Lieutenant Shields to ditto; Lieutenant Moleswortli, from the Chiffonne, to the Pilot; Lieutenant Gibbons to command the Alphea cutter; Lieut. Jackson to, the Barfleur; Lieutenant S. L. Hammich to the Cambrian; Lieutenant Grint, late of the Anson, to the Vulture; Lieutenaut Belson to ditto; Lieutenant Sparkes to the Irresistible; Lieutenant Montresor, from the Thetis, to the command of the Firm, gun-brig; Lieutenant Gramshaw, from the Maida, to the Barfleur; Lieutenant Comyn to the Aboukir; Lieutenant Bayly to the Warspite; Lieutenant Robinson to ditto; Lieut. Rayson to the Pompée; Lieutenant Matterfall to the Tigre; Lieutenant Perkins to the Royal William.

Captain R. B. Vincent* is appointed to command the Hind.

Lieutenant Le Blanc to command the Minx, gun-brig; Lieutenant Gray to the Cambrian; Lieutenant Fleming to the Rolla; Lieutenant Brown to the Aboukir; Lieutenant Vine to the Hindostan; Lieutenant W. Eagle, from the Hindostan, to the Pandora; Lieutenant Wormley to the Atlas; Lieutenant Biland to the Aboukir; Lieutenant Pattie to the Gibraltar; Lieutenant Wigley to the Aboukir; Lieutenant W. Hillyar, from the Niger, to the Woolwich; Lieutenant P. Bowen to the Barfleur; Lieutenant Evans to the Implacable; Lieutenant M'Lead, from the Leonidas, to the Medusa; Lieutenant Boyce to command the Firm, gun-brig; Lieutenant Meredith to the Hyperion; Lieutenant Edwards to the Mutine; Lieutenant Stuart to the Avenger; Lieutenant Vine to the Brilliant; Lieutenant Mark Sweney to the Africa; Lieutenant Thomas Gill to the Sultan; Lieutenant J. Donaldson to the Spitfire; Lieutenant J. Bewicke is appointed to the Victory; Lieutenant W. H. Douglas to the Lion; Lieutenant C. Reid is appointed to the Pompée; Lieutenant Roderick to ditto; Lieutenant James Lew to the Brunswick; Lieutenant W. Smith to the Alexandria.

Captain T. Fokes is appointed to command the Zebra; Captain Lyford to command the Proselyte.

Lieutenant J. Gore is appointed to the Polyphemus; Lieutenant William Davidson to the Goliath; Lieutenant Adam White to the Seagull; Lieut. R. Drake is appointed to the St. George; Lieutenant James Brasier to ditto; Lieutenant Thomas Bramwell to the Lion; Lieutenant David Buchan to command the Adonis cutter; Lieutenant Gammon to the Proselyte; Lieutenant J. Ballantyne to ditto; Lieutenant Thomas Smith, from the Hibernia, to the Pompee; Lieutenant Thomas Ferris to the Donegal; Lieutenant J. Failom to the Cambrian; Lieutenant James Neville to the [illegible]; Lieutenant J. Jackson to the Salsette.

Captain T. G. Skinner is appointed to command the Hindostan; Captain W. [illegible] to the Cockatrice.

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* See a memoir of this officer in our XVIIth volume.

Lieutenant Sir G. M. Keith, Bart. to command the Redbreast, gun-boat; Lieutenant Lewis Lamb to the St. George; Lieutenant John Fullton, from the Inflexible, to the Pompée; Lieutenant G. M'Pherson to the Warspite; Lieutenant J. Bowen to the Mars; Lieutenant Thomas Cull to the Belle Poule; Lieutenant Thomas Frederick to the Cambrian.

Captain G. B. Salt is appointed to command the Dreadnought.

Lieutenant Ley to the Fury; Lieutenant Duncan, from the Princess Charlotte, to the Brunswick; Lieutenant Baumgart to the Achille; Lieut. J. Everard to the Goliath; Lieutenant G. Welch to the Polyphemus; Lieutenant Joseph Benn to the Belle Poule; Lieutenant Hon. F. Fraser, from the Medusa, to the Melpomene; Lieutenant Clement to the Mediator; Lieutenant Leslie to the Chiffonne; Lieutenant Hon. A. Tournour, from the Victory, to the Diomede; Lieutenant Alner to the Barfleur; Lieutenant Milne to ditto; Lieutenant Briggs to the Invincible; Lieutenant Chapman to ditto; Lieutenant Annesley to the Pilot; Lieutenant Nicholls to the Rolla; Lieutenant Trimmer to the Lisgard; Lieutenant James Dickinson (second) to the Impetueux; Lieutenant Crawford to the Inconstant; Lieutenant Johnston to ditto; Lieutenant Roberts to the Elizabeth; Lieut. Hay to the Acorn.

Captain J. D. Markland is appointed to command the Bustard; Captain Richard Arthur to the Cheroke; Captain A. Cunningham to the Vesuvius.

Capiain R. J. Willoughby is promoted to the rank of commander, and appointed to the Otter sloop.

Lieutenant W. J. Innes is promoted, and appointed to the Atalante: Lieutenant Henry A'Court to command the Sandwich schooner; Lieutenant C. Bertie to the Leopard; Lieutenant Henry Lynne to the Leopard; and Lieutenant Henry Rhodes to the Trident.

Lieutenant Bust, late of the Sandwich schooner, is promoted, and appointed to the Shark sloop.

Mr. J. Sherrard to be purser of the Leviathan.

The Right Hon. Lord Gambier kissed hands, at his Majesty's levee, on Wednesday the 27th of April, on being appointed commander in chief of the Channel fleet.—Admiral Domett is expected to succeed his lordship at the Admiralty.

A list of midshipmen who have passed for lieutenants at the navy office, the first Wednesday in last month:—Charles Cooper Bennett, Thomas Chrystie, William Beckett, Thomas Bant, Francis Edward Seymour, William Sturgess, George Fincombe, William Buckle, John Conyers, Arthur Morrell, Horatia Smith, Joseph Acott, Thomas Eborall.

BIRTHS.

Lately, at Plymouth Dock, the lady of Commodore Sir Richard King, Bart. of a daughter.

April 10, at Mill Bank, Westminster, the wife of Captain Henry Ommanney, of the royal navy, of a daughter.

MARRIAGES.

On the 19th April, at Woodlands, Cornwall, Captain Thomas Ball Sullivan, of the royal navy, to Miss Henrietta James, youngest daughter of Captain B. James, of the royal navy.

At Minster, in the county of Kent, S. R. Harston, Esq. of Charlotte Street, Fitzroy-square, to Miss Cooke, only daughter of Captain John Cooke, of the royal navy.

Lately, at Bath, Rev. D. Lloyd, chaplain of his Majesty's ship Pompée, to Emily, relict of General Goldie.

William Manwaring, Esq. chaplain in the Company's naval service at Bombay, to Miss Connell, daughter of Major-General J. J. Connell, in the service of the Queen of Portugal.

At Milton House, Scotland, G. F. Crown, Esq, eldest son of Sir Robert Crown, admiral in the navy of his Imperial Majesty the Emperor of all the Russias, to Mrs. Campbell, relict of General Fletcher Campbell, of Salton and Boquhan.

Captain Hewson, of the royal navy, to Miss Marshall, daughter of W. Marshall, Esq. of Great Grimsby.

E. O'Brien, rear-admiral of the blue, to Mrs. Bradby, both of Catisfield, in Hampshire.

OBITUARY.

Lately, was killed on the coast of Calabria, in assisting in his Majesty's ship Delight, which was on shore under the enemy's batteries, Captain Thomas Seccombe, of his Majesty's ship Glatton.

Lately, was killed in a gallant attack on a French privateer and four merchant vessels, in the port of Almeria, Lieutenant Caulfield, first of his Majesty's ship Impereuse, Captain Hon. Lord Cochrane.

At Plymouth, Lieutenant Harrison, of the royal navy, agent for transports.

At his lodgings, at York, far advanced in years, Stephen Foster, Esq. a captain in the royal navy; he was at the taking of Gibraltar in 1754.

Lately, Robert Roddam, Esq. senior admiral of the red, at his residence at Roddam, in Northumberland.

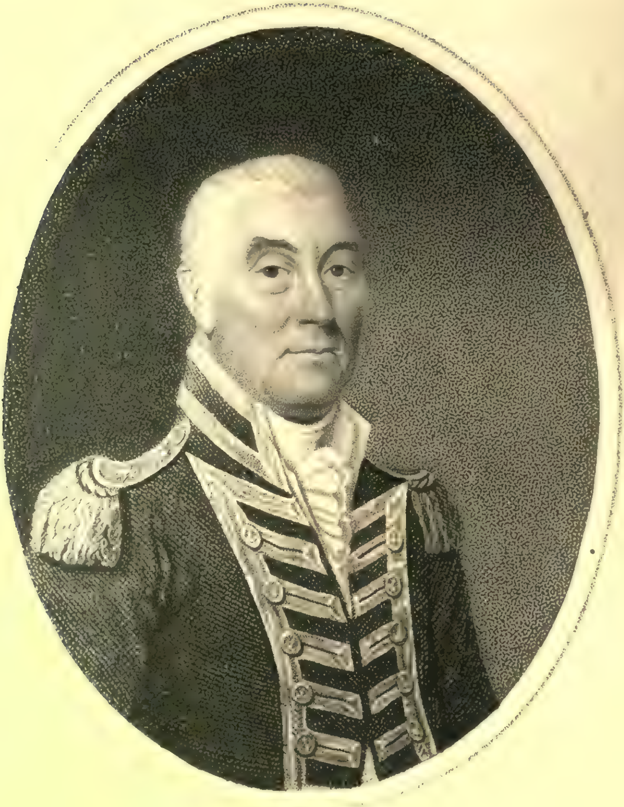
Lately, the eccentric Mary Ann Talbot, who served five years in the royal navy as a sailor; she enjoyed till her death a pension which was granted in consideration of a wound she had received when in action.

At Clifton, of a mortification in his foot, Charles Wolseley, Esq. admiral of the red, aged 67; he was the only surviving brother of Sir William Wolseley, Bart. of Staffordshire.

Lately, at Hill, near Southampton, Miss Catherine Brownlow Bertie, second daughter of Rear-admiral Bertie, commander in chief of his Majesty's ships and vessels at the Cape of Good Hope. Though she had for some time been in a declining way, her death was at last very sudden and unexpected.

On the 21st April, after a short illness, at her house in Edward-street, Portman-square, in the possession of the full exercise of her active and powerful understanding, at the advanced age of 84 years, the Dowager Lady Frankland, widow of the late Admiral Sir Thomas Frankland, Bart. and mother of the present Sir Thomas Frankland, Bart. of Thirkleby Park, in the county of York.

Lately, at Bath, Admiral Rainier.



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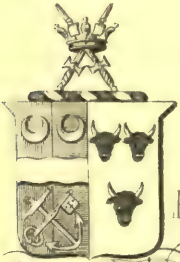

JOHN HOLLOWAY ESQ.^{R}

Vice Admiral of the Red Squadron

[illegible] 1808 by J. Gold Shoe Lane Fleet Street

BIOGRAPHICAL MEMOIR

OF

JOHN HOLLOWAY, Esq.

VICE-ADMIRAL OF THE RED, GOVERNOR OF THE ISLAND OF NEWFOUNDLAND, AND COMMANDER IN CHIEF ON THAT STATION.

"*An honest Man's the noblest work of God.*"—POPE.

IF ever any one deserved that high character, without any fulsome compliment, it is the subject of the following memoir: who after having been placed in very delicate and arduous situations, has obtained the friendship of all who have served with him, and has kept up the discipline of the navy, without creating a single enemy.

Mr. John Holloway was born at Wells, in Somersetshire, the present residence of his family. During the year 1760, when he was about 13, he resolved to devote himself to the royal navy; and his intention being sanctioned by his father, and recommended by Mr. James Grenville, he was sent on board the Antelope, of 50 guns, Captain Webb, and afterwards, in 1761, sailed in her to Newfoundland, with Captain, the late Lord Graves; who had been appointed governor of the island, and commander in chief on that station. Mr. Holloway then served for two years under Sir Hugh Palliser; and also, with a view of promotion, embarked with Admiral Durell, appointed commander in chief at Halifax: but that officer dying soon after his arrival in America, Mr. Holloway was, in 1768, taken under the patronage of Commodore Samuel Hood, in the Romney.

During the period of Mr. Holloway's services as a midshipman, no opportunity offered to distinguish himself by any brilliant or daring exploit. He however laid the foundation of a permanent and lasting character, by acquiring a fund of nautical experience, by establishing a prompt and obedient disposition, and by gaining the good opinion of his superior officers.

Mr. Holloway was advanced to the rank of lieutenant during the year 1771; and he returned to England, soon after Commodore Hood had been relieved at Halifax by Admiral Montagu. Captain Hood being appointed to the Marlborough guard-ship, of

74 guns, at Portsmouth, invited Lieutenant Holloway to fill a vacancy in that ship; where he found as messmates the present Admiral Brine, Commissioner Inglefield, and the late Admiral Hugh Christian. Captain S. Hood resided principally at Catherington, and the hospitality of his house, with the pleasantry of the society that frequented it, will be long remembered by naval men. On the breaking out of the American war, Lieutenant Holloway, anxious to be actively employed, was appointed to the Perseus, Captain Keith Elphinstone; and Mr. Christian quitted the Marlborough at the same time, to go to America. The Perseus was an active ship, and Lieutenant Holloway remained in her one year. He afterwards was taken by Commodore Hotham,* on board the Preston, of 50 guns; and was first lieutenant of that ship, in 1778, when attached to Lord Howe's fleet in America, at the time he pursued d'Estaing to Rhode Island. On the same night, August 18, 1778, in which d'Estaing had been nearly taken by the Renown, Captain Dawson, the Preston crossed the Tonnant, of 80 guns, with only her main-mast standing after the late heavy gale, and immediately attacked her.—The engagement lasted for some hours; a great many of the Tonnant's men were killed, and if the firing had not brought a part of the French squadron to her relief, the Tonnant would have been compelled to surrender to so inferior a force.

Towards the end of 1778, Lieutenant Holloway accompanied Commodore Hotham, with his pendant on board the Preston, to the West Indies; who had been ordered to sail to the Leeward Islands, with 5,000 troops, and reinforcements for Admiral Barrington. On their arrival, December 10, the reduction of St. Lucia was immediately determined on, and accomplished. But for an account of these proceedings the reader is referred to the biographical memoir of Admiral Barrington.† Commodore Hotham particularly attended to the debarkation of the troops; and in the execution of that important service, both himself and officers acquired considerable credit. During the ensuing year, 1779, the Preston was principally employed off Barbadoes, with a small detached squadron.

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* The present Lord Hotham, who, on the 28th of March, 1759, when commanding the Melampe, had particularly distinguished himself in an action with the Danae French frigate.

† Vol. IV. page 169. The reinforcement consisted, besides the Preston, of the St. Albans, Nonsuch, Isis, Centurion, Carcass bomb-ketch, and 59 transports.

Soon afterwards Commodore Hotham shifted his pendant to the Vengeance, of 74 guns, and took Mr. Holloway with him as first lieutenant. In the year 1780, he left that ship, and went on board the Princess Royal, with Admiral Parker, who made him a commander; and soon afterwards, being advanced to the rank of post captain, he returned to his friend Commodore Hotham, as commander of the Vengeance, attached to Sir George Rodney's fleet. Captain Holloway remained in the Vengeance during all the three first actions, or rather negative battles of Admiral Rodney, off the island of Martinique, with the Count de Guichen, on the 17th of April,* and the 15th and 19th of May, 1780. In these battles, the dexterity of manœuvering seems to have been chiefly considered. The principal one, which had the most appearance of being an exception to this remark, was that which took place on the 19th of May, when Commodore Hotham did his utmost to bring on an engagement; having been stationed to lead the fleet, although there were three flag officers, and commodore Collingwood, who were his seniors: the merit which the Commodore displayed, justified this preference. Captain Bowyer also, of the Albion, was second ship to the Vengeance, and particularly distinguished himself. But a considerable share of the merit was certainly due to Captain Holloway, who commanded the Vengeance under Commodore Hotham. The following account of this action is taken from Mr. Beatson, 1780: *—

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* For an account of the action on the 17th of April, see the biographical memoir of Lord Rodney, Vol. I. page 377, to which our present narrative may serve as a supplement.—This action is considered by Mr. Clerk, of Eldon, in his Naval Tactics (Part I. page 77), who there says—" Sir George has told us, that he had given notice by public signal, that his intention was to attack the enemy's rear with his whole force; and then he afterwards says, at eleven o'clock, A.M. I made the signal for every ship to bear down, and steer for her opposite in the enemy's line.—Why did Sir George change his resolution?—Had he carried the intention of his first signal into execution, it is more than probable that he might have taken or destroyed six or eight ships at least of the enemy's rear; and it has been said, that the French admiral, upon perceiving the approach of the British fleet, according to their first intention, broke out with an exclamation, *that six or seven of his ships were gone*: but Sir George, by carrying down his whole line (every ship steering upon his opposite, according to the intention of the last signal), from the experience of former engagements, might have been assured of getting every ship so disabled by the raking fire of the enemy, as to be incapable of any future pursuit."

" The two hostile fleets kept manœuvering in sight of each other, but nothing material happened until the 19th, when the Count de Guichen had an opportunity of returning in some measure the deception that had been practised on him, on the 15th, and finally of obtaining his point, and reaching Fort Royal Bay, in Martinique. Both fleets being formed in lines of battle on opposite tacks, the French approached very near the British fleet, which was then led by Commodore Hotham, and began a warm cannonade. Admiral Rodney flattered himself that the enemy meant to risk a general action; but M. de Guichen had no such intentions: for when the headmost ship of the French van reached the centre division of the British, she suddenly hauled her wind, and was followed in regular succession by the whole of the enemy's fleet. The van division of the British fleet suffered most severely, and from the method in which the enemy managed this rencounter, it could receive but little assistance from the centre and rear divisions. The Albion, and Conqueror (Admiral J. Rowley), were much damaged, as were several other ships, and the loss of men was considerable." †

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* Naval and Military Memoirs, 6 Vols. (Vol. V. page 67.)

† *List of Killed and Wounded, May 19th*, 1780.

Ships.	*Commanders.*	*Killed.*	*Wounded.*
Intrepid	Hon. Capt. H. St. John	1	
Suffolk	Capt. A. Crespin	1	 21
Triumph	—— Ph. Affleck	4	 14
Vigilant	—— Sir George Hume ...	9	 15
Medway	—— W. Affleck	2	 11
Vengeance ..	Commodore Hotham ... Captain J. Holloway	2	 16
Magnificent ..	Capt. J. Elphinstone	5	 23
Conqueror ...	Admiral J. Rowley	3	 10
Albion	Capt. G. Bowyer	12	 61
Terrible	—— J. Douglas	8	 9
Cornwall	—— Tim. Edwards	4	 10
Preston	—— W. Truscott		 3

Officers Killed and Wounded,

Triumph.—Lieutenant Twycross, wounded.

Magnificent.—Lieutenant Flight, 87th regiment, wounded.

Conqueror—Lieutenant Watson, lost his arm, and afterwards died.

Albion—Ensign Curry, 5th regiment, killed; Mr. Paven, master, wounded.

Cornwall—Lieutenant Douglas, lost a leg.

Two days after this action, Sir George Rodney was said to have told Captain Holloway, "That he never expected to see the Vengeance come safe out of action."—"Ah, sir," replied the blunt seaman, "*Why did you, Sir George, confine us to that mode of attack?*"

The following is the account which the French published of this action in their gazettes:

"The Count de Guichen continued his course northward, to get to windward of Martinique, and kept on that course until the 19th. If, during that interval, the English had chosen to make sail, and avail themselves of the changes of wind, they might have attempted to gain it of the king's fleet; but it appeared their project was to keep on the watch. The 19th, in the morning, the English fleet was to the S.W. one fourth west, and at the distance of between four and five leagues in the wake of the French fleet; the enemy seemed then resolved to gain the wind, and advanced with crowded sail: the king's fleet added none, to give the English hopes of getting to windward, and let them thus engage, since they constantly avoided to fight to leeward. At half past two, the Count de Guichen, seeing that the enemy could no longer decline the combat, without entirely retreating, ordered the ships ahead to steer so as to pass before the English line, to bear upon the van, and enter into action. At half past three the fire began between the two leading ships of the file, the English being obliged to come up, and pass to leeward. The action became successively general between the two lines, on opposite tacks; but at half past four, the headmost ships of the French line having taken sea-room to fight closer, and the other having followed in the wake of the former, the admiral made a signal to rally, that, in keeping their wind, and in tacking altogether, the line might be formed to windward of the enemy, if they should attempt to tack upon our rear. At three quarters past four, several English ships having tacked, and advancing with crowded sail on the hindmost ships of the French line, which was still engaged, the Count de Guichen made the white squadron tack all at once before the wind, and then the blue squadron, and he left the blue and white to continue their course, the rear of which was still engaged. The movement was scarcely executed by the white squadron, when the English ships that advanced, nine in number, tacked immediately and joined the squadron.

"At half past five, the king's squadron presented itself again in the best order, and the English, by falling back to their ships to leeward, at length put themselves in order of battle.

"At a quarter past six, the two fleets were drawn up in two lines, almost parallel, at the distance of two cannon shot; but in the night the English, according to custom, straggled at large; and on the 20th, at day-break, they were two leagues to leeward. They continued to roam, and at half past three in the afternoon, they were no longer seen but from the topmast head. On the 21st there was no knowledge of them, and the

Count de Guichen judging they had retired to Barbadoes, or St. Lucia, steered for Martinique. It appeared that the van of the English had been roughly handled: the advices from St. Lucia mention that four ships had arrived there completely shattered, and a fifth absolutely unfit for service. The rest of the English fleet is put into Barbadoes."

Sir George Rodney, in his letter to the Admiralty, dated Carlisle Bay, Barbadoes, May 31, 1780; after giving much praise to the gallant Captain Bowyer, who led the van squadron on the 15th of May, added—

"The enemy kept an awful distance, until the 19th instant, when I was in hopes that I should have weathered them; but had the mortification to be disappointed. However, as they were convinced their rear could not escape action, they seemed to have taken a resolution of risking a general one; and when their van had weathered us, they bore away along our line to windward, and began a heavy cannonade; but at such a distance, as to do little or no execution. However, their rear could not escape, being closely attacked by the ships of the van, then led by Commodore Hotham; and with pleasure I can say, that the fire of his Majesty's ships was far superior to that of the enemy, who must have received great damage by the rencounter."

In the month of September, 1780, when Sir George Rodney sailed for North America, the command at the Leeward Islands devolved on Commodore Hotham; who during the ensuing hurricane months had to contend with one of the most dreadful tempests that had ever raged in the West Indies. The following letters from the commodore to the Admiralty, will shew the arduous service which Captain Holloway had to discharge. During these scenes of horror, he displayed that coolness and firmness, which have always marked his character. The commodore's first letter is dated Vengeance, Carenage, St. Lucia, Oct. 23, 1780.

"On the night of the 10th there arose a hurricane at N.E. which increased by the morning to a degree of violence that is not to be described. The Ajax, Montagu, and Egmont, which had been anchored before the entrance of the harbour, were, before daylight, all forced to sea, as was the Alcmene soon after; and the Deal Castle and Camelion, which had been stationed in Gros Islet Bay, for the protection of the hospitals, shared the same fate. The Vengeance, with the Etna and Vesuvius bombs, and the St. Vincent armed snow, were moored within the Carenage, and prepared with every caution that could be taken to withstand the tempest, which had already put several transports on shore, and by this time blew with irresistible fury, attended with an incessant flood of rain. A little after twelve o'clock, the Vengeance parted her cable, and tailed upon the rocks. It now became absolutely requisite to cut away her masts, the loss of which, with the help of a number of guns that were got forward, eased considerably the force with which she struck; and by the wind's fortunately shifting two or three points farther to the eastward, her stern swung off the rocks, and she was, beyond every expectation, saved: for it now blew, if possible, with redoubled violence, and nothing was to be seen or expected but ruin, desolation, and destruction in every part. The San Vincente Snow, with many of the transports, victuallers, and traders, were dismasted, and mostly all on shore; in short, no description can equal the scene of distress that appeared before us.

" The storm continued with incredible vehemence during the whole day; but the weather, about midnight, became more moderate; and by the next morning the wind was totally abated. The direction of it was from N.N.E. to E.S.E. of twenty-nine hours duration.

" On the 18th the Montagu anchored before the harbour, without a mast or bowsprit standing, eight feet water in her hold, and all her powder damaged. Every assistance was given her to get into Carenage, where she is now secured in safety. The Ajax returned to this anchorage on the 21st, with the loss of her main-yard, main-top-mast, and mizen-mast. The Beaver's prize being on her passage to Barbadoes, was unfortunately wrecked on the back of this island, near Vieux Fort; and it gives me pain to add, that all her officers and crew, except seventeen men, perished.

" The preservation of the Amazon was so singular and extraordinary, that I herewith transmit a copy of the account given of it by Captain Finch. I am, &c.

" W. HOTHAM."

" SIR, " *Amazon, English Harbour, October* 17*th*, 1780.

" I am at a loss whether to express, in the strongest terms, my regret for the misfortunes that have happened to his Majesty's ship under my command, or my satisfaction in having got her in safety to this port.

" I flatter myself, you saw the necessity we were under of putting to sea the morning after the commencement of the gale. We then stood under our storm-stay-sails, W. by N. from the Carenage; it was but for a short time the canvass held; after that the ship behaved perfectly well, and appeared to every person on board as capable of standing the gale that ensued, as was possible for any ship. About seven o'clock at night the gale increased to a degree that can better be conceived from the consequences, than any description I can give. There was an evident necessity of doing something to relieve the ship, but I was unwilling to cut away the lower masts till the last extremity, and accordingly ordered the people up, to cut away the main-top-mast: my orders were attempted to be put in execution with the utmost alacrity, but before it could be accomplished, I found it necessary to call them down to cut away the main-mast. Whilst I was waiting for the men to come down, a sudden gust overset the ship; most of the officers, with myself, and a number of the ship's company, got upon the side of the ship; the wheel on the quarter-deck was then under water. In that situation, I could perceive the ship settle bodily some feet, until the water was up to the after part of the sides of the carronades, on the weather side. Notwithstanding the ship was so far gone, upon the masts, bowsprit, &c. going away, she righted as far as to bring the lee gunwale even with the water's edge. By the exertions of all the officers and men, we soon got the lee quarter-deck guns and carronades overboard, and soon after one of the forecastle guns and sheet anchor cut away; which had so good an effect, that we were enabled to get to the pumps, and lee guns, on the main deck; the throwing them overboard was, in our situation, a work of great difficulty, and I could perceive the ship was going down by the stern. This arduous task was accomplished under the direction of Lieutenant Pakenham, whose great experience and determined perseverance marked him out as, perhaps, the only individual to whom (amidst such great exertions) a pre-eminence could be given; and I do not think it possible for greater exertions to be made. The water was above the cables on the orlop deck, with a vast quantity between decks; and the stump of the main-mast falling out of the step, occasioned one of the chain pumps to be rendered useless, as was the other soon after. By the great activity of the two carpenter's mates, they were alternately cleared. Upon my representing this to Commissioner Laforey, he has appointed them both to act as carpenters (one in the Amazon, the other in the Antigua,) till your pleasure is known. Besides the loss of our masts, &c. the ship has suffered considerable damages, the particulars of which I cannot send, until a survey has been held upon the ship. The books and papers are totally destroyed, so that it is not in my power particularly to ascertain the loss we have suffered in men; I believe twenty drowned, besides a number wounded. For further particulars, I refer you to the gentleman who will deliver this letter to you. The carpenter was the only officer lost upon this occasion.

"I have the honour to be, &c.

"WILLIAM CLEMENT FINCH."

"*To Commodore Hotham.*"

In a subsequent letter, dated Ajax, Carenage, St. Lucia, November 5, 1780, Commodore Hotham informed the Board, "that on the 25th of October, the governor of Martinique sent over in a flag of truce, thirty-one men, of the crews of the Andromeda and Laurel. The former overset, and foundered about six leagues to windward of that island; and, by the account which the pilot of her gives, who was one of the people saved, there is little expectation that the Endymion* can have escaped; as he says, from her situation when he last saw her, and the direction of the wind at that time, it was impossible for her to have cleared the island upon either tack. The Laurel was driven on shore, and very soon went to pieces. The Marquis de Bouille would not consider men, who had the force of the elements to cope with, in the light of enemies. The hurricane, by every account, has been more fatal to the French islands than to ours."—In addition to the melancholy loss of the Laurel, of 28 guns, the Blanche, 32, and Camelion, 14, foundered at sea, and all on board perished. The Deal Castle was also wrecked on the island of Porto Rico, but only two men were drowned.

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* Dismasted, and obliged to run down to Jamaica.

The Vengeance returned to England in the spring of 1781,* with another line of battle ship, and three frigates, as convoy to a fleet of 34 ships, richly laden, chiefly Dutch, bound to Europe, which had been captured at St. Eustatia; and falling in, on the 2d of May, with a French squadron of six ships of the line besides frigates, under the command of M. de la Mothe Piquet, sent out on the 26th of April for the express purpose of intercepting the convoy, the utmost skill and dexterity were necessary, to obtain even a partial success. Owing, however, to the wise measures which the commodore immediately adopted, and to the able assistance of Captain Holloway, he preserved his own ships, and saved a considerable part of the merchant vessels; the remainder, of considerable value, fell into the hands of the enemy, who themselves narrowly escaped. On the 29th of June the Vengeance arrived at Spithead, and was paid off.—After remaining some time at Wells, Captain Holloway was appointed to the command of the Cambridge, and went off the Texel with Lord Howe. He was next removed into the Buffalo, of 60 guns, attached to the fleet under that admiral, which, on the 11th of September, 1782, sailed for the relief of Gibraltar. On the 11th of October our fleet appeared in the offing. The wind blowing strong from W.N.W. only four of the transports, under the care of the Latona, reached their destined anchorage. The combined fleets standing out of Algesiras, Lord Howe sent for Captain Holloway on board the Victory, and verbally ordered him to take the store-ships under his protection, and proceed with them to the Zafarine Isles, or L'Oriston, in Sardinia, in case he should be driven past Cape Tres Forcas; and to use his own judgment for bringing them back to relieve the garrison of Gibraltar. Two days after the Buffalo had parted from the British fleet, she fell in with four of the enemy's ships, which had come out of Malaga to join the combined fleets, and with her convoy had a very narrow escape. One victualler was taken at midnight, not a mile from the Buffalo; but from the darkness of the night, and being close upon the coast of Barbary, within half a mile, the rest fortunately escaped. Capt. Holloway then resolved to remain in that situation, until the wind should become fair. On the fifth or sixth day, he came in sight of the British fleet at anchor: when Lord Howe was informed that the Buffalo and store-ships were in sight, and was congratulated by Captain L. Gower on the event, he replied, "*The captain of the Buffalo has done his duty.*" The transports got safe to Gibraltar: the Buffalo anchored, landed a party of troops, and powder, and put to sea immediately; when the combined fleets were announced by signal to be in sight.

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* Previous to this, Captain Holloway had married a lady of Antigua, named Waldron, of an old English family.

The anonymous author of the Naval Atlantis, *Nauticus Junior*, in drawing the character of Captain Holloway, has been severe on the commander in chief* for selecting the Buffalo on this occasion: "It must first be mentioned," says he, "that the Buffalo had for a long time been stationed as a flag-ship in the Downs, on account of her being considered as unfit for sea; secondly, that she was badly manned; and thirdly, placed as the last ship in the rear division of that fleet which Great Britain had thought fit to intrust to his lordship's charge. Captain Holloway, by his judicious conduct, though driven with his convoy up the Mediterranean by a violent gale of wind, and separated from the fleet, happily regained the Rock, and saw his store-ships into the garrison. This service performed, the Buffalo took her station in the rear division of the fleet commanded by Admiral Milbanke, and, during the action that took place, was for a long time so pointed an object for the enemy's heavy ships, that they had nearly sunk her.'—It is well known that the centre of the combined fleets was opposed to the rear of the British; and the Santissima Trinidada, supported by two French three-deckers, was opposite to the Buffalo, when the Spaniard opened his fire: on the first broadside, the Buffalo had eight men killed and wounded on the quarter-deck. One of the officers, the master, jumped over the side; and afterwards was proved to have been on the chain plates, under the channels: all the men upon the deck were panic-struck, and shrunk from their quarters. However, a good fire was kept up from the lower deck, and by keeping close to the ship ahead, the Namur, they continued in their station, until the action ceased: the men on the main-deck had been brought back to their quarters, about ten minutes before that time. The Buffalo being much damaged, was the next day ordered to sail for England: Captain Holloway was promised a better ship on his arrival in port, and he was accordingly appointed to the Vigilant; but the peace taking place, she was paid off.

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* Part II. page 90. printed in 1789.

He continued unemployed until 1787, when he was appointed to the Solebay frigate, and was sent to the Leeward Islands, where Captain Horatio Nelson, of the Boreas, as senior officer, had the command, on the return of Admiral Sir R. Hughes. A friendship soon commenced between the captains of the Boreas and Solebay.

Capt. Holloway, whilst remaining on this station, commenced his acquaintance with his Royal Highness the Duke of Clarence, then captain of the Pegasus; and though the peace did not allow Captain Holloway to display either the resources or valour of his mind, he considerably increased, by a faithful discharge of duty, his naval reputation, and became more generally known for sound integrity, and independence. The plainness and rigid honesty of his character soon attracted the discriminating abilities of the Duke of Clarence; and that prince shewed the goodness of his heart, by encouraging and allowing the blunt sincerity of his friend; who sometimes ventured to give that disinterested and manly advice, which too seldom reaches the ears of the great and powerful. On one of these occasions, when his royal highness had thought that the remonstrance of Captain Holloway savoured too much of quaintness, and a rigid attention to form, and was better adapted to the pulpit than a man of war, the prince, after vainly remonstrating with the inflexible disposition of his friend, happened to observe a Bible, which remained open on the rudder head, "Why, Jack," he exclaimed, "you are always reading the Bible! are you going to write a commentary on it?"—"No, sir," replied Captain Holloway, "but the longer I read that book, the greater is my eagerness to return again to its perusal: I find in it all the principles of my duty; and amongst other things, *To put my trust in God, and not in any child of man.*"—Captain Holloway, with Captain Nelson, and some other officers, attended the Duke of Clarence in his visit to all the islands; and had also the honour of again accompanying his royal highness, when he afterwards made a second tour.

During the Russian and Spanish armaments, Captain Holloway returned to his friend Admiral Hotham, and was his captain in the Princess Royal; and afterwards went with the admiral to the Mediterranean, who was second in command under Lord Hood, in the same capacity on board the Britannia, at the commencement of the French war, in 1793. During the month of June, 1794, the Britannia was left by Lord Hood, with a detached squadron, to watch and block up the remains of the French Mediterranean fleet, which had put to sea from Toulon, on the 5th: and had been driven by the British ships, amongst whom was Captain Nelson, in the Agamemnon, within the shoals in the bay of Gourjean, where they were protected by the French batteries on the islands of St. Honora and St. Margaretta, as well as on Cape Garoupe. When Lord Hood struck his flag, Admiral Hotham succeeded to the command on that station, from the close of 1794, to November, 1795, and appointed Mr. Holloway captain of the fleet, in which situation he gave general satisfaction. During the period of Admiral Hotham's command, two engagements took place with the French fleet. The first was on the 14th of March: and the following is the official account that was sent home by the admiral:—

"Sir, "*Britannia, at sea, March* 16, 1795.

"You will please to inform their lordships, that on the 8th inst. being then in Leghorn road, I received an express from Genoa, that the French fleet, consisting of fifteen sail of the line and three frigates, were seen two days before off the isle of Margaretta; which intelligence corresponded with a signal made from the Moselle, then in the offing, for a fleet in the north-west quarter. I immediately caused the squadron to be unmoored, and at daybreak, the following morning, we put to sea with a strong breeze from the E.N.E.

"The Moselle previously returned to me with the information, that the fleet she had seen was steering to the southward, and supposed to be the enemy: in consequence of which I shaped my course for Corsica, lest their destination should be against that island, and despatched the Tarleton brig to St. Fiorenzo, with orders for the Berwick to join me with all possible expedition off Cape Corse; but in the course of the night, she returned to me with the unwelcome intelligence of that ship's having been captured two days before by the enemy's fleet.

"To trespass as little as possible upon their lordships' time, I shall not enter into a detail of our proceedings, until the two squadrons got sight of each other, and the prospect opened of forcing the enemy to action; every movement that was made being directed to that object, and that alone.

"Although the French ships were seen by our advanced frigates daily, yet the two squadrons did not get sight of each other until the 12th, when that of the enemy was discovered to windward. Observing them on the morning following still in that direction, without any apparent intention of coming down, the signal was made for a general chase: in the course of which, the weather being squally, and blowing very fresh, we discovered one of their line-of-battle ships to be without her topmasts; which afforded to Captain Freemantle, of the Inconstant frigate, who was then far advanced on the chase, an opportunity of shewing a good proof of British enterprise, by his attacking, raking, and harassing her until the coming up of the Agamemnon; when he was most ably seconded by Captain Nelson, who did her so much damage as to disable her from putting herself to rights again: but they were at this time so far detached from our own fleet, that they were obliged to quit her, as other ships of the enemy were coming up to her assistance, by one of which she was soon after taken in tow. Finding that our heavy ships did not gain on the enemy during the chase, I made the signal for the squadron to form on the larboard line of bearing, in which order we continued for the night.

"At daylight the next morning (the 14th), being about six or seven leagues to the south-west of Genoa, we observed the enemy's disabled ship, with the one that had her in tow, to be so far to the leeward and separated from their own squadron, as to afford a probable chance of our cutting them off. The opportunity was not lost; all sail was made to effect that purpose, which reduced the enemy to the alternative of abandoning those ships, or coming to battle.

"Although the latter did not appear to be their choice, they yet came down, on the contrary tack to which we were, with a view of supporting them; but the Captain and Bedford, whose signals were made to attack the enemy's disabled ship, and her companion, were so far advanced, and so closely supported by the other ships of our van, as to cut them off effectually from any assistance that could be given them: the conflict ended in the enemy's abandoning them, and firing upon our line, as they passed with a light air of wind. The two ships that fell, proved to be the Ca-ira, formerly the Couronne, of 80 guns, and the Censeur, of 74 guns.

Our van ships suffered so much by this attack, particularly the Illustrious and Courageux, having each lost their main and mizen-mast, that it became impossible for any thing further to be effected. I have, however, good reason to hope, from the enemy's steering to the westward, after having passed our fleet, that whatever might have been their design, their intentions are for the present frustrated.

" The French fleet were loaded with troops, the Ca-ira having thirteen hundred men on board, and the Censeur one thousand; of whom, by their obstinate defence, they lost in killed and wounded between three and four hundred. The efforts of our squadron to second my wishes for an immediate and effectual attack upon the enemy, were so spirited and unanimous, that I feel peculiar satisfaction in offering to their lordships my cordial commendation of all ranks collectively. It is difficult to specify particular desert, where emulation was common to all, and zeal for his Majesty's service the general description of the fleet.

" It is, however, an act of justice, to express the sense I entertain of the services of Captain Holloway, of the Britannia: during a long friendship with that officer, I have had repeated proofs of his personal and professional talents, and on this recent demand for experience and information, his zeal afforded me the most beneficial and satisfactory assistance.

" Herewith I transmit a list of the killed and wounded on board the different ships of the squadron; and have to lament the loss of Captain Littlejohn, of the Berwick, who, I understand, from some of her men that were retaken in the Caira, was unfortunately killed on the morning of that ship's being captured; by which misfortune his Majesty has lost a most valuable and experienced officer. I have only to add, that he has left a widow and four small children. I am, sir,

" Your most obedient humble servant,

" W. HOTHAM."

ORDER OF BATTLE.

ENGLISH FLEET.

Van Squadron.—Vice-admiral GOODALL.

Ships.	*Guns.*	*Commanders.*
Captain	74	Captain Reeve.
Bedford	74	——— Gould.
Tancredi	74	——— Chev. Caraccioli.
Princess Royal	90	Admiral Goodall. Captain Purvis.
Agamemnon	64	——— Nelson.

Centre Squadron.—Vice admiral HOTHAM, *and Rear-admiral* LINZEE.

Ships.	*Guns.*	*Commanders.*
Illustrious	74	Captain Frederick.
Courageux	74	——— Montgomery.
Britannia	100	Admiral Hotham. Captain Holloway.
Egmont	74	——— Sutton.
Windsor Castle	90	Admiral Linzee. Captain John Gore.

Rear Squadron.—Admiral Sir H. PARKER.

Ships.	*Guns.*	*Commanders.*
Diadem	64	Captain Tyler.
St. George	90	Admiral Sir H. Parker. Captain T. Foley.
Terrible	74	——— George Campbell.
Fortitude	74	——— Young.

Total.... 1,090 guns, and 7,650 men.

List of Killed and Wounded.

Total return:—75 killed, and 280 wounded.

Frigates attached to each Squadron.

VAN.

	Guns.	
Minerva, a Neapolitan	32	Capt J. Almago.
Palade		
Lowestoffe, repeating	32	Capt. C. Cunningham.
Poulette	26	—— R. W. Miller.
Tarleton		

CENTRE.

	Guns.	
Inconstant	36	Capt. T. F. Freemantle.
Meleagar, repeating	32	—— G. Cockburn.

REAR.

	Guns.	
Romulus, repeating	36	Capt. G. Hope.
Fox cutter.		

NAMES OF THE SHIPS COMPOSING THE FRENCH SQUADRON.

Names.	Guns.	Complement of Men.	On board at the time of action.	
Le Sans Culottes	120	1200	2000	
La Victoire	80	950	1300	Late Languedoc.
Le Tonnant	80	950	1300	
Le Guerrier	74	730	1000	
Le Conquerant	74	730	1000	
Le Mercure	74	730	1000	
Le Barras	74	730	1000	

Names.	Guns.	Complement of Men.	On board at the time of action.	
Le Genereux ..	74	730	1000	
L'Heureux ...	74	730	1000	
Le Duquesne ..	74	730	1000	
Le Timoleon ..	74	730	1000	Late Commerce de Bourdeux.
Le Ca-ira	80	950	1300	Taken.
L'Alcide	74	730	1000	
Le Souverain ..	74	730	1000	
Le Censeur ...	74	730	1000	Taken
La Vestale	32	250		
La Minerve ...	40	300		
La Tamise ...	40	300		
L'Alceste	32	250		
Scout	18	120		
L'Hazard	20	120		

Total.... 1086 guns, and 14,420 men.

Admiral Hotham's fleet, with their two prizes, arrived safely, after a severe gale, in the Gulf of Spezia on the 18th, and the Courageux, dismasted, reached Leghorn the same day. On the 19th the Bombay Castle and Blenheim, with the convoy from England, arrived also at Leghorn; a circumstance of the utmost importance to the fleet, since, besides the seasonable reinforcement of two ships of the line, all kinds of stores had been sent out for repair.

On the 10th of April, 1795, the thanks of the House of Commons, and on the 14th, the thanks of the House of Lords, were voted to Admiral Hotham, to the Admirals Goodall, Parker, and Linzee, and to the several officers, seamen, and marines of the fleet; and the Admiralty, in transmitting these thanks, expressed the satisfaction which they felt, at the spirited and zealous exertions of the officers and men. Mr. Dundas prefaced his motion for the thanks of the House on this victory, in a manner very flattering to the admiral. "The late victory is not more honourable to the British nation, than the account given of it by Admiral Hotham is modest. I certainly, sir, do not mean to compare this victory to many former ones, particularly to that of the first of June; but it has still been a victory of the most brilliant kind for the British arms, and it has most probably disconcerted the projects of the enemy. The British fleet, in the Mediterranean, had been for some time at sea, and long employed in a severe service: yet that very fleet met the squadron of the enemy in full preparation, just come out of port, and had not only not avoided, but endeavoured to bring them to action: the endeavour, however, was fruitless an action having been cautiously avoided. The only thing, therefore, that could be done, was to cut off two of the enemy's ships, which happily was effected."

In addition to what Mr. Dundas thus said, and the thanks of both houses of parliament, Admiral Hotham and his officers had the satisfaction to receive the following from the Viceroy of Corsica: —

"SIR, "*Bastia, April* 6, 1795.

"I have the honour to transmit to you a letter from the president of the parliament of Corsica, enclosing the vote of thanks of the chamber of parliament to you, sir, and to the officers and men under your command, for the signal and important victory obtained over the French fleet on the 14th of March.

"I am happy in this opportunity of expressing to you, and entreating you to convey to the fleet, my own exalted sense of the lustre added to his Majesty's arms, and of the honour acquired to our country, by the gallantry and good conduct displayed on the 13th and 14th of March.

"I am not less sensible of the deep and solid obligations which this country, and all who have a regard for its security and happiness, owe to the important events of those days, and to the brave and able men who had a share in them: and I am sure, that I can on no occasion more truly represent his Majesty, than by expressing, not only that general veneration and affection which I always feel towards the British navy, but the particular applause which is merited by your late honourable and successful contest. I have the honour to be, with the highest respect and consideration, sir, your most obedient, faithful, humble servant,

"*Vice-Admiral Hotham, &c.*" "GILBERT ELLIOT."

Nothing of any importance occurred in the operations of the fleet, from the above action, to the succeeding month of July, 1795; when, the French fleet having again ventured to sea, another engagement took place, which is thus detailed by the admiral in his official letter.

Extract of a letter from Admiral Hotham, dated Britannia, at sea, July 14, 1795.

"You will be pleased to inform their lordships, that I despatched on the 4th instant from St. Fiorenzo, the ships Agamemnon, Meleager, Ariadne, Moselle, and Mutine cutter, under the orders of Captain Nelson; whom I directed to call off Genoa for the Inconstant and Southampton frigates that were lying there, and to take them with him; if, from the intelligence he might there obtain, he should find it necessary.

"On the morning of the 7th, I was much surprised to learn that the above squadron was seen in the offing, returning into that port, pursued by the enemy's fleet; which, by General de Vins' letter, the latest account I had received, I had reason to suppose was certainly at Toulon.

Immediately on the enemy's appearance, I made every preparation to put to sea after them; and notwithstanding the unpleasant predicament we were in, most of the ships being in the midst of watering and refitting, I was yet enabled, by the zeal and extraordinary exertions of the officers and men, to get the whole of the fleet under weigh that night, as soon as the land wind permitted us to move: from which time we neither saw nor heard any thing of the enemy, until the 12th, when being to the eastward, and within sight of the Hieres islands, two vessels were spoken with by Captain Hotham, of the Cyclops, and Captain Boys, of la Fleche, who acquainted them that they had seen the French fleet, not many hours before, to the southward of those islands: upon which information, I made the signal before night to prepare for battle, as an indication to our fleet that the enemy was near.

"Yesterday, at day-break, we discovered them to leeward of us, on the larboard tack, consisting of twenty-three sail, seventeen of which proved to be of the line: the wind at this time blew very hard from the W.N.W. attended with a heavy swell, and six of our ships had to bend main-topsails, in the room of those that were split by the gale in the course of the night.

"I caused the fleet, however, to be formed with all possible expedition, on the larboard line of bearing; carrying all sail possible to preserve that order, and to keep the wind of the enemy, in the hopes of cutting them off from the land, from which we were only five leagues distant.

"At eight o'clock, finding they had no other view but that of endeavouring to get from us, I made the signal for a general chase, and for the ships to take suitable stations for their mutual support, and to engage the enemy as arriving up with them in succession: but the baffling winds and vexatious calms, which render every naval operation in this country doubtful, soon afterwards took place, and allowed a few only of our van ships to get up with the enemy's rear about noon; which they attacked so warmly, that, in the course of an hour after, we had the satisfaction to find one of their sternmost ships, viz. l'Alcide, of 74 guns, had struck; the rest of this fleet, favoured by a shift of wind to the eastward (that placed them now to windward of us), had got so far into Frejas Bay, whilst the major part of ours was becalmed in the offing, that it became impossible for any thing further to be effected; and those of our ships which were engaged, had approached so near to the shore, that I judged it proper to call them off by signal.

"If the result of the day has not been so completely satisfactory as the commencement promised, it is my duty to state, that no exertions could be more unanimous than those of the fleet under my command; and it would be injustice to the general merit of all, to select individual instances of commendation, had not superiority of sailing placed some of the ships in an advanced situation, of which they availed themselves in the most distinguished and honourable manner; and among the number was the Victory, having Rear-admiral Man on board, who had shifted his flag to that ship upon this occasion.

"I am sorry to say that the Alcide, about half an hour after she had struck, by some accident caught fire in her fore-top, before she was taken possession of, and the flames spread with such rapidity, that the whole ship was soon in a blaze; several boats from the fleet were despatched as quickly as possible, to rescue as many of the people as they could save from the destruction that awaited them, and three hundred of them were in consequence preserved: when the ship blew up with the most awful and tremendous explosion, and between three and four hundred people are supposed to have perished.

"Enclosed herewith is a list of the killed and wounded on board the different ships that were engaged, by which their lordships will perceive our loss has not been great; and I have the pleasure to add, that the damages sustained by those ships have been such as can easily be remedied.

"Had we fortunately fallen in with the enemy any distance from the land, I flatter myself we should have given a decisive blow to their naval force in those seas; and although the advantage of yesterday may not appear to be of any great moment, I yet hope it will have served as a check upon their present operations, be they what they may."

Return of the officers and men killed and wounded, in action with the French fleet on the 13th of July.

Victory.—1 midshipman, 3 marines, killed; 11 seamen wounded.

Captain.—1 seaman killed.

Culloden.—2 seamen killed; first lieutenant, T. Whitter, and 4 seamen, wounded.

Blenheim.—2 seamen killed; 2 do. wounded.

Defence.—1 seaman killed; 6 do. wounded.

The prompt manner in which the admiral put to sea with his squadron, to follow the French fleet, and his conduct throughout the action, was certainly honourable to his professional character: and although navy officers were offended at the discontinuance of the partial action which had commenced with some of the flying ships of the enemy (whence an opinion, too hastily formed, was encouraged by a party at home, hostile to the long and meritorious services of Admiral Hotham), that gallant officer, on his return, was deservedly honoured by a distinguished mark of his sovereign's favour, and raised to the dignity of an Irish peer, by the title of

Baron Hotham. Thus much is due from us, as honest Chroniclers, to assert; and more particularly in this place, as Captain Holloway was so intimately and eminently concerned in the whole of these proceedings. After the action the admiral sailed to St. Fiorenzo, and thence proceeded to Leghorn. In September the fleet cruised before Toulon, into which port the French squadron had again escaped; and on the arrival of Sir John Jervis at the close of the year, Admiral Hotham returned to England.

Captain Holloway, soon after Sir John Jervis had taken the command, was appointed to the Duke, and afterwards to the St. George, until he was advanced to the rank of rear-admiral in 1799: nor was it long before he hoisted his flag. Lord Spencer sent him to Portsmouth, as second in command at that port, to assist Admiral Milbanke; and, in June 1800, his flag was on board the Braakel, of 64 guns, the late Captain George Clarke. Admiral Holloway was kept on this service long after the Braakel had sailed for the Mediterranean, until the peace; and though he ardently wished for a wider sphere of duty, in which he might increase his fame, and pursue the career of glory that was opened to so many other officers; his attention and assiduity in the department to which he had been appointed, and rigidly kept, contrary, we believe, to his earnest solicitations, were found to be truly beneficial to the service.

On the renewal of the war, he again was sent to his former tedious duty at Portsmouth, under Admiral Lord Gardner; where he continued until he was made a vice-admiral in 1804. He was soon afterwards ordered to hoist his flag in the Downs, and his conduct, whilst at Deal, proved him to be a zealous servant of the crown, and an able officer: during his continuance there, we have been informed, that he was offered a seat at the Admiralty Board, which he declined. In 1807, he was made governor of Newfoundland and commander in chief on that station, with his flag on board the Isis, of 50 guns; an appointment in which he has displayed his wonted ability; and has endeavoured, by every means, to conciliate the affections of such of the Indians as live on the island. Its interior is at present but little known, and is rendered impassable by the quantity of spruce fir which grows on it. A considerable part of its coast has never been surveyed. One of the best accounts of Newfoundland that has appeared was published by Mr. Reeves.

Whilst the admiral remained unemployed in 1803, he received the following letter from his friend Admiral Lord Nelson, dated off Toulon, August 22.

> "MY DEAR HOLLOWAY,
>
> "Your letter, by Mr. Taylor, I received from Admiral Campbell, Mr. Taylor being gone to Malta, a place probably I shall never see during my command. However, I shall be happy in shewing every attention to your recommendation. I am sorry you are not employed, but I think it must come at last, for, as you observe, your nerves are good, and your head I never heard disputed. The Narcissus not having joined, I have not had an opportunity of seeing your nephew Lyons. Your son-in-law, Captain Otway, will get a ship, and I hope his Culloden: and that you may both be soon actively employed, is the sincere wish of, my dear Holloway, your obliged and faithful friend,
>
> "NELSON AND BRONTE."

There is one part of this admiral's professional character which still merits our notice, and that is, the impartial and solemn manner in which he presides at a court martial. This was more particularly remarked by those persons who were present at the trial of the mutineers in the Hermione, in 1805, whilst Admiral Holloway remained at Portsmouth. His address to the prisoners was firm without violence, and devout, without any leaven or cant of methodism. He invariably preserved the scales of justice with an even hand, and by his example, taught the younger members of the court to attend to, and to respect its proceedings.

Such is the general outline of the services and character of this naval officer; who by plain sailing, and keeping a steady course, has gained a high character in his profession, and preserved the confidence of government, amidst the vicissitudes and cabals of party. Truer than the compass, he has throughout life displayed no variation. As the anonymous author of the Atlantis, already cited, said, "John Holloway comprises the genuine character of a true British tar, and a gallant officer. Honest without disguise, brave without ostentation, and independent without being assuming, he merits every thing that can be said in his favour, as a deserving naval commander."

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

RECENT DESCRIPTION OF TOULON.*

THE following account of the arsenal of Toulon, as it appeared in 1804, is extracted from FISCHER's *Travels in the South of France*:—

" The arsenal lies between the haven and the parade. Pity that the fine entrance is situated in a narrow and remote street. When you have passed the forms of admission by the officer on guard, you find yourself in an open square, from which you can pass to the different parts of the arsenal. The first object that attracted our attention was the ruins of the grand magazine work, destroyed by the English in 1793. We hastened over the foundry and rope-grounds, on our right side, that we might spend the more time among the ships in the dock-yard, where we found ourselves, on all sides, encompassed with marines, sailors, and galley-slaves; on all sides surrounded with maritime bustle and activity.

From thence we proceeded to the famous dock, whose construction will surely immortalize the name of Grognard. It is a deep basin, enclosed in brick work, in the haven of the arsenal; its form is that of a line-of-battle ship, its length is 180, its breadth 80, and its depth 18 French feet.

In the front is a sluice-gate or lock, capable of being opened and shut at pleasure; and in the back a building, with 84 large pumps; by means of the former, the basin is filled with water for bringing the ships in; by means of the latter, it is emptied for repairing them. The inner side of the basin is provided with steps, at proper distances, for the purpose of getting more conveniently to all parts of the vessel; it is also furnished with many flights of steps leading from the bottom up to the quays.

From hence we passed through a strongly-guarded gate to the galleys, where we found other prisoners besides slaves. These galleys are old ships of war unrigged, and unmasted, having their decks enlarged, and covered with a roof of about five or six feet high; they are encompassed with a gallery, and have, in the fore part, steps, which lead to the shore. The whole is painted red, and has the appearance of a barrack.

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* For an excellent view of Toulon, by Pococke, see Vol. II. p. 401.

"Having shewn our tickets to the captain, we received immediate permission to enter the largest of the galleys; the internal part was divided off by two long rows of benches, leaving a wide path in the middle; each bench contained four galley-slaves, and had a hole opposite for the admission of air. In the back part was a kitchen, and on each side an apartment for inspectors. The whole appeared to be much more cleanly, airy, and capacious, than is generally imagined. Each galley contains 1,200 prisoners, whose lot, though hard enough, is by no means equal to the representations given of it.

"It is true, the slaves are mostly chained two and two, have no other bed than the bare ground, no other covering than coarse rags; no nourishment, except what is usually allowed in prisons, and are, notwithstanding, doomed to the severest labour. Still there are a variety of modifications, by which the situation is rendered supportable.

"First, the slaves are compelled to labour only every third day, on which they receive a larger portion of food. Secondly, if they behave well, they are, at the expiration of six, eight, twelve, or sixteen mouths, freed from their heavy chains, and confined only by a light ring at the foot; the slaves, thus far emancipated, work by pairs, but are no longer chained together. Thirdly, every one is at liberty to procure, either by his own labour, or the bounty of others, whatever necessaries a galley permits him to enjoy.

"He may, for example, purchase for himself a mattress, better linen, clothes, &c. and when it is his turn to labour, he may be exempt by paying another to work for him; he can send for meat, and even wine in moderation, and lessen the rigours of his situation in a variety of other ways.

"Each galley receives properly five hundred active slaves on board, and as they are paid by their employers and the sailors for extra labour, the very poorest may always relieve himself to a certain extent.

"Among the slaves living on their fortunes are frequently found men who have formerly filled the most respectable situations. The galley we visited contained of this description, among others, a general, who had sold false dismissals to banished persons; a lieutenant of marines, who had been found guilty on a charge of insubordination; a commissary of war, who had defrauded the treasury; and a secretary of the marine, who had given in false estimates.

"To these (who were condemned for twenty or thirty years), the upper apartments were appropriated; they were distinguishable from the rest of the slaves by their dress, cleanliness, &c. and had laid out for their amusement little gardens, filled with orange and lemon trees.

"Among the slaves who live by their own exertions are frequently found very skilful artisans, and professional men. On board the galley of which we are now speaking, was an engraver, a musician, a watch maker, and a goldsmith; of whom the inspectors spoke in high terms Every galley, besides half a dozen buffoons, has ten or twelve men who wash, an equal number of cooks, and at least four barbers.

"We left the galley (where all the gradations of the passions may be traced in the various features of the inhabitants), and hastened to inspect the remaining parts of the arsenal; comprising the smith's, cooper's, and sail-maker's shops; the foundry and rope-grounds, the mast-maker's, baker's, and other places, which cannot be properly described without plates.

"Adjoining to the smith's, we were shewn a small cabinet, filled with a variety of nautical curiosities; and in the marine school a room containing models for ſhips, and instruments for teaching navigation, ship-building, &c.

"The model of the basin, vessels, &c. was very interesting, as it conveyed a most perfect idea of the original, and appeared to have been executed with uncommon precision; yet we found in some others a great want of that cleanliness and elegance which distinguish the Dutch and English models.

"Having examined the different parts of the arsenal, we saw that, notwithstanding the irregularity of its appearance, its form is a perfect quadrangle, open on one side, having a dock and haven in the centre. A spirit of zeal and diligence seemed prevalent in every department, as well as a spirit of order and method; there appeared to us a greater want of hands than of materials for manufacturing; and we left the place with the conviction, that, although a most excellent commencement is made, yet a marine force is not to be raised like an army of conscripts; because in the former case, the greatest enthusiasm can never make good the want of experience.

"This conviction was confirmed on the following morning, when we saw the fleet lying in the roads ready for sailing. We first went on board the admiral's ship, and were very cordially received by the famous Latouche; we visited many other vessels, and were treated with great politeness; we discovered throughout the whole, much order and discipline among the crews, but yet a want of dexterity: this remark was allowed to be just, even by the admiral himself."

OUTRAGE AT SEA.

Extract of a letter from Penzance, dated May 13, 1808.

A TRANSACTION has just occurred in the English Channel, which, in the circumstances of cowardice and barbarity attending it, will perhaps seek in vain for a parallel in any age or country, and which at the same time affords an instance of the almost miraculous intervention of Providence.

A few days since, a beautiful little yacht, of about twenty tons, belonging to Messrs. Perrings, of this place, sailed for London, having on board themselves and one of the most expert and able seamen of the port.

On Monday last, the 9th, about seven in the evening, between Portland and St. Albans, the wind about W.S.W. they saw a large brig beating down Channel, standing towards the land; when she tacked and stood off, she passed ahead of the yacht, at about half a mile distance, hauled up her ports, and fired a shot. One of the gentlemen was at the helm, and called to the seaman that a gun had been fired as a signal to hoist the colours; while in the act of bending them, another shot was fired, which passed close over their heads; scarcely were the colours hoisted when a third shot carried away the mizen. Utterly at a loss to account for this proceeding, they stood on so as to be able to get under the brig's stern, and receive her commands; but on her continuing to fire, no resource seemed left them but to haul down the sails, and lie completely at mercy; the foresail and mainsail were accordingly hauled down, and they at the same time went forward, pulled off their hats, and intreated them to cease firing. By this time they were much nearer the brig, and distinctly heard them hail, "What are ye?" to which they answered, "A pleasure boat," accompanied with every action and assurance they thought likely to satisfy their assailants. While in this situation they saw the match applied, and another discharge proved they had not succeeded. In this helpless state, the brig continued to fire round and case shot, until at length the yacht was nearly under the muzzle of her guns, when, in the midst of their supplications to know what they should do, another shot was fired, and they were ordered to put out their boat and come aboard: this they did with all possible expedition, amidst the threats to fire unless they made haste. One of the gentlemen and the seaman went on board the vessel, which they found to be a brig of ten twelve-pounders, the crew armed with muskets, sabres, &c. The captain demanded who they were: on being told that she was a gentleman's yacht, he exclaimed, it was a lie, that she was a privateer, and full of Frenchmen. Mr. Perring then produced the register, and begged them to ascertain if there was any one left on board but his brother; observing also that she was sinking, and that not a moment must be lost in saving him: the information was too true, for Mr. Perring was seen stript to his trowsers, and ready to swim in case the boat did not return in time; this she fortunately did: he jumped into the boat with a writing desk, the only thing that could be saved, and before the boat could return to the brig, the yacht went down. It seems incredible that no one should have been killed or wounded, which must be regarded as a most happy circumstance for the captain. The brig is a Belfast trader.

BEN THE SAILOR.

A SHORT time ago, a seaman, who seemed to have stowed away more grog than he could steadily carry, was brought before the sitting alderman, at the Mansion House, by a publican, at whose house he lodged, charging him with having broken his windows, and assaulted him.—Honest Ben, a veteran near 60, who appeared to have weathered many a hard gale, and was a good deal shattered, both in hull and rigging, after hearing the charge against him, and being asked what he had to say in his defence, turned his quid, hitched up his trousers, and addressing the worthy alderman in the true forecastle dialect, said, "Why, your honour, belike I might have come athwart this here man in a breeze, and mauled him a little, fore and aft; but he has forgot to tell your honour as how he began first; so your honour must overhaul him a bit before you send me to the bilboes. Your honour must know, I am a customer at his house, and take my birth there, and he's my purser, and all that: but he has forgot to tell you as how that he hove me overboard last night, and shattered my head rails and upper timbers before I begun and stove in his lights. And does your honour think that I, who have been a seaman in his Majesty's service, man and boy, these 40 years, will ever take such rough [illegible] from e'er a lubber in Europe, without giving him battle?

If I do, then say I am no seaman."—This harangue produced a good deal of laughter, and honest Ben was dismissed, upon a promise that he would not strike his landlord again, unless his landlord struck him first.

DEBATING SOCIETY.

THE question, "Are there not cases that justify a lady in making the first advances to the man she loves?" afforded a most entertaining debate at the Forum, in Liverpool, lately: the company were respectable, the speakers numerous, and the question carried in the affirmative by a very large majority.—Amongst many eccentric opinions, one gentleman observed, that though a lady might not be justifiable in making a verbal or written avowal of her attachment, yet there were modes equally communicative, such as nods, winks, leers, and ogles: upon which a *seafaring* gentleman made the following pointed reply:—"If the last speaker depends upon nods, winks, leers, and ogles, he may be deceived, and instead of a matrimonial frigate, run foul of a piratical cruiser; no, sir! let him take an English sailor's advice, and not wait for signals of distress, but fire the first shot; if she won't heave to, pour in a broadside, and depend upon't she'll strike her colours."

LIEUTENANT WILLIAM PEARCE.

THE crew of his Majesty's ship Foudroyant have presented a very elegant sword to Lieutenant Pearce, in testimony of their esteem and gratitude to him for the very gallant manner in which he saved the lives of four of their brother seamen, at a time when there was so great a storm that none but himself dared venture to their rescue.

ANECDOTE OF A BRITISH SAILOR.

SIR, *Port Royal, Jamaica, February* 1808.

THE following interesting and extraordinary anecdote of a British sailor in the moments of dissolution, I am sure you will think worthy of insertion. With respect, I am, sir,

PARCÆ.

His Majesty's brig Wolf, Captain Hall, whilst on a cruise to the Spanish main, fell in with several of the enemy's gun-vessels on the 31st of October, 1807, near the Isles or Keys of St. Bernardo, on the coast of Carthagena, and in a most gallant manner engaged them for upwards of two hours; during which time the Wolf had several men wounded, from the well-directed fire of the enemy; among the number was Thomas M'Gharty, a fine youth of one and twenty, who was returning to the main-top from the top-sail-yard (where he had been active in knotting the top-sail-braces that were shot away), when a shot severed his thigh from his body close to the hip, suspending it only by the skin of the back part; he was lowered from the top in this situation, presenting a most shocking spectacle of human misery: when taken below, he appeared quite sensible, and requested the doctor to attend to the other unfortunate sufferers, as he was certain his dissolution was approaching, but that he felt happy in dying for his king and country. The surgeon (Mr. Clark, a most deserving and worthy young man), saw from the state and nature of the wound, that it was impossible he could survive many moments longer, and therefore left him to his unhappy fate; he at this moment appeared quite resigned, and articulated in a faint voice the words of the song "My dear Poll, I die for love of thee," &c. and continued so to do till his last breath closed the truly melancholy scene.

SIR THOMAS LOUIS'S SWORD.

At a court of common council, held at Guildhall on the 6th of May, the chamberlain of the city stated to the court, that the sword which had been voted to Admiral Sir Thomas Louis had not been presented to the admiral, his country having lost the services of that gallant officer by his death, previously to the sword having been made. It was thereupon unanimously resolved to present the sword to Sir John Louis, a post captain in his Majesty's service, and son of the deceased.

A PRAYER TO BE USED IN THE SWEDISH CHURCHES DURING THE WAR.

ALMIGHTY, just, and eternal God, look mercifully upon thy people, who put their hope and trust in thee alone.

We implore thy protection and defence; for faithless enemies have unjustly made war upon us. Thou art just, O God: What an encouraging consolation this, in our rightful cause! Thou art omnipotent: what invincible aid may we not then look for!

Support, guard, strengthen, and endue with thy special grace and blessing our good and beloved sovereign, under all his cares in the welfare and defence of his kingdom. Grant him prosperity and success in all his proceedings and endeavours to frustrate the wicked plots of our enemies.

Inspire, O Almighty God, all our hearts with one mind, so that, with the bravery and courage of our forefathers, we may go forth hand in hand, and with united strength, for the defence of all that is dear to us—our beloved native land! and manfully resist the insidious foes of its prosperity and independence; drive back the enemies from our frontiers, crown our armies with victory, and restore peace and quiet to our habitations.

Be thou with us, O God, as thou wast with our forefathers: they implored thy help in the hour of danger, and thou didst hear their prayers; we will then never forget to give glory to thy name, thou Most High. We will teach our children that thou alone art the Lord, mighty to save, in whom thy people may place their certain hope and trust. Vouchsafe to hear us, and accept our supplications, for the sake of thy dear son, our Saviour, Jesus Christ.—Amen.

CURIOUS PRIVILEGE TO THE SHIP OF THE KING'S PAINTER; FROM THE LATIN.

JAMES, by the grace of God, King of Scots, to all and singular whom knowledge of these presents interest, or may interest, safety. We desire it to be known, and testified to you by these presents, that the ship called the Sun, master, John Johnson, of France, pertains by right to Hadrian Wanson, our painter,[*] a citizen of Edinburgh: wishing to request you, all and singular preserving to each his dignity, that the said ship of the above citizen, our servant and painter, may be acknowledged as his property: and it, with its freight, sailors, merchandize, and all its apparel, with your grace and favour, and other kind offices usually paid by friendly nations, may on our account be honoured and respected. And whatever labour or favour to our said painter (whom for many reasons we greatly favour, and wish him well) may be granted or indulged by you in this business, we shall esteem as rendered to ourselves.

Given under our signet, from our palace of Holyrood House, the 20th day of November, the year of grace, 1594.

JACOBUS R.

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[*] "Ad Hadrianum Wansonium pictorem nostrum." This high favour could hardly be bestowed on a house painter. The name seems to be Van Son, of which there are later painters of Antwerp.

ADMIRAL RAINIER'S WILL.

The late Admiral Rainier has left property to the amount of nearly 250,000l. and after providing amply for his near relations, has made the following bequest:—

"I bequeath one-tenth part of my personal property to the Chancellor of the Exchequer for the time being, towards the reduction of the national debt, in acknowledgment of the generous bounty of the national establishment of the royal navy, in which I have acquired the principal part of the fortune I now have, which has exceeded my merit and pretensions."

CORRESPONDENCE.

PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

Letter IV.

SIR,

SOME representations which I have lately received, induce me to enter upon a subject which I would not willingly engage in, but its importance is so great, that it cannot be too seriously reflected upon by those whom it may concern. I believe there is no country in Europe where a greater deference is paid to hereditary honours than in England; and this is all as it should be, when it is a voluntary offering, and not an evidently assumed right. But this distinction ought to vanish upon service. When a peer, however high his rank, becomes a military man, either by land or sea, he should pretend to no more attention upon service, than he is entitled to by his rank in that service. I think this rule should hold good even in the highest conceivable circumstances, which is, where a prince of the blood joins his fellow subjects in arms. The prospect of future advantages, and the customary attentions paid to a title, will produce a sufficient *quantum* of respect without any endeavours of the person himself to enforce [illegible] should never consider himself as more than his military [illegible]. We have in our naval service, Mr. Editor, many men of very high rank, of the most tried gallantry and [illegible]. Many of these noble personages are superior to any [illegible] assumption, and can be only the finished gentlemen and [illegible] whatever they do. But there are others who appear [illegible] saying to themselves, "*Behold, I am a lord!*" [illegible] friendly connection with their officers; and pretend to a harshness of discipline, which, without their titles, they never would have dreamt of. According to my original determination, I do not mean to point at an individual, even indirectly: my only aim is to draw attention to any particular subject, in the hopes of inducing its consideration; and having just glanced at it, quit it with the pleasing reflection, that there are so many honourable exceptions to contrast with the few contrary instances.

The new instructions for the navy contain very many excellent regulations, but few pleased me better than those which more rigidly enforce the servitude as midshipmen, and fix a time in which it is necessary every officer should remain a lieutenant and commander. This will prevent that very rapid passage over the subordinate stages, which has very often placed officers in the command of post ships, before they could at all know the importance of their *trust*, while they felt too much the importance of their *elevation*. Yet these checks upon a too rapid advancement are not such as will prevent officers in the prime of life from attaining to the highest ranks of the service. The ignorance which most abounds in our service, though it is by no means peculiar to it, is that of *human nature*. For want of knowledge in this difficult science, little attention is paid to lead men by their minds, instead of being contented with having their bodies reduced to machines. The very rapid progress through the inferior stations above mentioned, precluded the possibility of much proficiency, and the education of youth of the higher ranks, to whom rapid promotion is chiefly confined, is not very capable of affording it. I believe few officers, either in the army or navy, who in their early situations have mixed much with the common men, have failed to remark it as a usual expression, when discontented under an idea of being ill treated, "*Treat me like a man: flog me if you think I deserve it, but treat me like a man.*" There is vast force in the expression, and it should be followed up to the utmost. I have in my early days been so situated, as to have heard all the complaints and opinions of seamen in their full freedom. I hardly know one who could not discriminate between the merit of *strict*, and the folly and injustice of *harsh* or *severe* discipline; and they all allow themselves to be happier, where a regularly strict order is maintained, than where a lax and uncertain command obtains. They know with great accuracy when an order that gives them a great deal of trouble, is the effect of necessity or caprice, and obey it accordingly, either with the full and manly effort of a good will, or the reluctant movement of constraint. I am sure that the reasoning faculties of seamen are not done justice to, by many who command them, for they are by no means to be despised. During these latter times particularly, a spirit of inquiry into the right or wrong of all measures has been predominant, and a change of manners in the lower classes has in a great degree taken place. I beg those, who see that the love of *grog* has prevailed equally at all times, not to think that all the other tastes and sentiments of seamen have remained unchanged. Very considerable ones have taken place, and if they have not as yet produced any great improvement, they are capable of leading to it. There is an old story in every sailor's mouth, that when a boatswain asked his officer, what the ship's company should be set to work about, he was answered, "let them knot yarns, and make spun-yarn." The boatswain replied, that "all the rope-yarns had been already made into spun-yarn." "Then make the spun-yarn into rope-yarn" was the order. Now this sort of management, the very cogent reason given for which is, "that it keeps the devil out of the rascals' minds," is very common under various shapes. This contrivance of artificial labour is often detected, and has occasioned mutinous conduct and desertion [illegible]. The spokesmen in the bay, on these occasions, say that it does not answer the purpose of keeping the old gentleman out, but really affords him the rich food of discontented minds [illegible] upon. And perhaps they are right; for if after a deck is made as clean as a drawing room, a man is put to rub it with a brick an hour longer, he cannot feel satisfied, any more than in making rope-yarn from spun-yarn. To increase the mass of human happiness, appears as evidently the intent, as it is the duty of every individual, and probably a commander of a ship of war has more in his power to effect this, than most other men. It is wonderful to see how easy it is to lead a set of happy mortals, to what it is to drive a set of discontented ones; and I certainly would sooner see a ship's crew employed in mending or making their clothes, reading, &c. than in making rope-yarns out of spun-yarn. When it is considered, Mr. Editor, how few hours in the day, even in the time of the greatest leisure, are free from the necessary duties of cleaning the ships, squaring the yards, working the boats, drying sails, &c. it appears to me to require some ingenuity to collect a very moderate portion of time to the crew, for their comfort and amusement, instead of exerting it to make perfect cleanliness more cleanly, or in making rope-yarns out of spun-yarn. I thank God, Mr. Editor, the happy medium between a *lax* and *harsh* command is beginning to spread extensively through the navy, but there are not wanting some to whom the foregoing hints may be valuable. I am, sir, &c.

A. F. Y.

ERRATUM.—In A. F. Y.'s first letter, page 197, line 17, for *superior* read *inferior*.

* * *

MR. EDITOR,

YOU must be a devilish lucky fellow, or else a precious conjurer, if you ever get my old friend Tom Hardy to send you a memoir of his life: for I see you have hung him up, with a variety of other intended officers, on the wrapper of your last CHRONICLE. However, as no officer better deserves to have his name recorded in your work, I send you his for a fac-simile.

T. M. Hardy

Triumph Downs. 1800

Another officer, whose name you have mentioned, you will find equally difficult for your intended purpose: and I would advise you, Mr. Editor, to pluck up all the courage that can be found in Shoe Lane, before you venture to propose to him to give you a memoir of his services. He is one of the first officers in the navy, and as diffident of his own merit as he is brave. He lately commanded one of the king's yachts; but I trust he will soon be appointed to more active service. You have already given some extracts from a pamphlet he was compelled to publish, which is now out of print. His name is

Edwd Jas Foote

It would give me pleasure to see inserted the following copy of Captain Foote's letter, announcing the capture of la Sensible:—

Captain Foote's letter on service to Earl St. Vincent, commander in chief in the Mediterranean, dated Sea Horse, June 27, 1798: at 7 A.M. Isle of Pantellaria W.N.W. 12 leagues.

"MY LORD,

"After a chase of twelve hours, and a close action of eight minutes, his Majesty's ship under my command, this morning at four o'clock, captured the Sensible, a French six-and-thirty gun frigate, twelve-pounders, and 300 men, commanded by Mons. Bourdè, capitaine de vaisseau; the frigate is new coppered, copper-fastened, and had a thorough repair at Toulon two months ago. A general of division, Baraguèy d'Hilliers, with his suite, were on board, going to Toulon, with an account of the capture of Malta. The Sea Horse's officers and men conducted themselves much to my satisfaction, and I received that assistance from Mr. Willmott, my first lieutenant, which I might naturally expect from an officer, who had been in nine actions, and received eight wounds.

"The master's mate, and nine men belonging to the Culloden, evinced the same steady courage as the crew of that ship has done on every occasion. The enclosed is a list of killed and wounded.

"*Sea Horse.*—Mr. Willmott, first lieutenant, slightly wounded; one seaman, one drummer, killed; 13 seamen, one corporal of marines, and one private, wounded.

La Sensible.—Mons. Bourdè, capitaine de vaisseau, wounded; second captain, and 35 seamen, do. eighteen killed.

"I have the honour to remain,
"Your lordship's most obedient servant,
"EDWARD JAMES FOOTE."

But I will not close this letter without sending you another name, to add to your fac-similes, of one of the worthiest and most gallant seamen that ever lived. He has distinguished himself on a variety of occasions, and was wounded with the great Nelson, whose intimate friendship he enjoyed, and by whose side he fought at the attack on Teneriffe, in 1797. The officer I mean is Captain

Thos Fremantle

REMARKS ON THE PARLIAMENTARY DUTIES OF NAVAL OFFICERS.

LETTER I.

SIR, *April* 21, 1808.

SINCE I read the paragraph in A. F. Y.'s letter in a preceding part of the present volume,* where he disapproves of officers being members of parliament, I have given the subject much serious consideration, and I believe him to be perfectly right in his objection, whether it be considered as regarding the profession in particular, or the country in general. As I conclude that your correspondent A. F. Y. in his promised continuation, will consider those circumstances in which this measure affects the naval service in particular, I will offer you some observations on its consequence to the public.

I conclude, Mr. Editor, that a work comprising so many interesting matters as your Chronicle, is read by a very large majority of the people of these islands, and by nearly all those who either belong to, or have connection with the navy. If this letter, or any other I may offer you on the subject, meets the eye of any of my brother sailors, who, as well as fighting the battles of their country, are either called upon, or have volunteered their services to legislate for her, I request them to take my hints in good part; and to believe that it is not under a presumption of superior patriotism, or equal abilities, that I venture to address myself to their notice, but from an idea that circumstances have put me in the way of knowing more of the sense of the *people of England* on public affairs, than can come before officers in general. It is the more frequent case with naval officers, who are confined the greatest part of their time afloat, within the rigid bounds of military discipline, to pass their hours of relaxation on shore, either in the metropolis, or in or near some sea port town; in neither of which situations, are the genuine notions, or the true interests of *honest John Bull* to be learned.

It is natural to suppose, that men bred up in habits of strict military discipline, and feeling from infancy the necessity of supporting the full power of command, should lean a little to the support of ministers, and gain a bias to one side; thus entering into their career of hereditary legislators, or representatives of the people, with a partiality which it is absolutely necessary to discard, before a fair view can be taken of any subject.

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* See page 198.

It is also the nature of man to be swayed by *self interest*, which in this case, has *at least* full as many motives to attach the officer to the train of the minister as can any where be found.

In order therefore to be an *unbiassed* and *efficient* member of either house of parliament, a naval officer has to attain a knowledge of the interests and opinions of the *great mass of the people*, which the usual tenor of his life has made it absolutely impossible he should be acquainted with.—He has been bred up in habits of obedience to, or of enforcing military laws, which though highly necessary in their proper place, run exactly counter to the spirit of the laws of a free people;—and he has also the strong bias of self interest to counteract, or at least to lose sight of, before he can give an impartial vote. These are obstacles of a very serious nature to surmount, but what every honest man will take completely into consideration, before he is satisfied that he does his duty as he ought. Surely, Mr. Editor, those men who have so often braved danger and death for their country on the ocean, who have there so nobly exerted themselves in the defence of *liberty* and *Old England*, will be careful not to give a vote in favour of any measure which may tend to infringe upon that liberty, or to injure the interests of that country; yet they will always run the risk of so doing, if they are not careful to make themselves masters of *both* sides of the question before them. Men who hold their honour so dear, will of course observe every caution to prevent their giving a vote, with which that honour, on subsequent reflection, would be at all dissatisfied.

Of the integrity of my brother sailors, I have as high an opinion as of their gallantry, (can I say more?) but I have not an opinion, that when they enter either house of parliament, they have always sufficiently weighed the true and serious nature of their new employ, or that they are in general possessed of the requisite information. Observe, Mr. Editor, that I speak of these deficiencies, as merely arising from the nature of things, not from either moral or intellectual failure; and I mention them, not as accusations, but as hints for consideration. Many years retirement from the service has opened a new field of observation to me, and I trust that most of those gallant officers who are now in parliament, will be so constantly employed in their profession, that they will not have the experience of county meetings, or parish vestries, to give them the information I think I have acquired. Am I wrong therefore in endeavouring to afford them that information in an easy way, through the channel of your Chronicle?

In my next I shall enter upon some of the great points to be considered, at present I shall merely mention one point, *apparently* of no great consequence. It is said to be proposed to extend the *game laws* very considerably, and I can fancy my brother sailors in parliament taking this up lightly, as I find is done by those I have met with in the country. "Why should not rabbits be game as well as hares?"—"It will be a good thing to knock up those rascals, the poachers."—"Mr. Perceval wants more money, and why not get some in this way?" &c. &c. and as there is so large a number of members of parliament, who know as little of the *country*, or agricultural interests of England, as naval officers, I shall not be surprised if this matter is thus thought of by a great many. But John Bull in his retirement has a different view of this measure. He thinks he can see in it a link of that chain which is gradually drawing round his freedom. He recollects with anxiety, that although the laws respecting *game* and *dove-cots*, *were not the immediate cause* of the *French revolution*, yet that they *were* the *immediate cause* of that *hatred* which prompted the demolition of the lives and houses of the nobles in the country. He sees the game laws arbitrary and unjust, as being made for the *few*, and not for the *many*, contrary to what British statutes ought to be. He sees, by this proposed extension, the farmer at once deprived of the right to destroy an animal that does him great injury, and of providing an occasional luxury for his table; which has hitherto made him look with tolerable patience on the devastation made on his corn by hares and pheasants. But with still more sorrow he observes, that the adoption of the proposed law will at once alienate the affections of many thousands of the most valuable subjects his Majesty has, who will feel themselves *personally* injured, without advantage to the *public* having been gained.

I selected this subject, now very much talked of, merely to shew how necessary it is to consider both sides of a question. Long before you can publish this letter, even if you should think it worth inserting, the matter will be finally determined; but my object is equally attained. I however put a date to my letter, to prevent the apparent absurdity of speaking of an old thing as a new one.

I remain, &c. &c.

E. G. F.

April 21, 1808.

TO SIR JOHN NICHOLL, ADVOCATE GENERAL, &c.

(From the Times.)

SIR,

JUST before the Christmas vacation, in the court of Admiralty, you, as advocate for the crown, opposed the application of Doctor Lawrence, that out of the monies arising from the sale of the several Danish ships and cargoes condemned to the crown, where the captors had derived no advantage, they should be reimbursed their expences in bringing such ships or cargoes to adjudication, and during process: and yet the property so condemned to the crown had been brought to adjudication at their entire expence. You at the same time publicly reflected on their conduct, as having acted under the influence of speculation not sanctioned by government, and stated, that they therefore ought not to be reimbursed their expences. I deny that these seizures were acts of speculation, unless the detaining ships under the suspicion of their containing enemy's property, when the Danish ship-master refused to deliver an account, or the ship's papers were irregular, is considered speculation; for such was the case with respect to all these captures, in the determination of which cases you were of counsel for the captors. However, the learned judge rejected your notion of speculation, and observed, that if government profited by the capture, it was just to exonerate the captors from all expences.

Such being, as it seems to me, your disposition towards the captors, principally officers of the navy (for the captures effected by privateers are comparatively few), I feel it my duty to warn you of the dangers of such conduct, of the consequences of which you cannot be aware.

In former times, sir, no ship was taken, or blow struck, till a public declaration of the motives of such a measure had been made: and hence the crown could not derive *to itself* an immense profit from captures effected prior to a declaration of hostilities: I say *to itself*, for, according to the doctrine of the crown lawyers, the captors are not admitted to participate therein, notwithstanding the enormous expences of supporting our fleets and armies, and discharging the interest of our public debt, have nearly reduced us to a bankruptcy. In those days, we did not hear of Dutch, Spanish, or Danish commissioners, to protect property for the exclusive use of the crown, to be appropriated, as in very recent instances, in discharging debts of royal princes. Then, the declaration of hostilities warranted captures, and the property was his who captured it. The nation has been so accustomed to this, that it is somewhat difficult to make the public conceive what a condemnation to the crown means, and that when a British seaman has ventured his life in effecting a capture, however severely resisted, he is not entitled to one single shilling, unless the king may chance, before the capture, to have signed a formal proclamation: and this is scarcely, if ever, done till our ports are crowded with captured ships and cargoes, and the seas are cleared of the flags of those nations, hitherto neutral, against whom war is to be declared. In the mean while, the interests of the navy are very materially injured by this proceeding. By such a *manœuvre*, ministers deprive the navy of their rights; and British seamen receive only a proportion of their dues, as a royal donation or favour, for which they must petition, solicit ministers, and use court influence.

Further, it should be known, that since ministers have sanctioned these grants to the princes of the blood out of the proceeds of such captures, the allowances to the captors have not been so liberally bestowed as before, notwithstanding they have equally incurred the heavy law expences of the prosecution; in which they were first supported by the abilities of the advocate-general; though, afterwards, that same advocate-general contended for the exclusive right of the crown, and opposed their being reimbursed those very expences, which, had they not been granted, might have brought many a brave officer to a gaol!!! It should be known to the public, that the sole management of the causes, both on behalf of the crown and of the officers of the navy, though their interests are in these instances opposed to each other, is of necessity under the sole management of one individual, the king's proctor, since an officer of the navy is allowed to be heard by no other counsel. Allow me to say to you, sir, as one of the official advocates of naval officers: protect the interests of the navy, and, in return, they will protect their countrymen from the depredations of a revengeful enemy. Let him not verify his boast, that he will conquer the navy of England by the measures he will cause to be taken by the court at St. James's.

The navy has now but one resource; it is only by humble petition, that the officers can seek such gratuity as his Majesty may be most graciously pleased to make. Petitions of this nature are, agreeably to usual custom, addressed to the Lords of the Treasury, and referred to you and the king's proctor to report and advise upon—to that very same king's advocate and proctor who were concerned on both sides, being first employed on behalf of, and then against, the navy. What prospect of redress, therefore, can now present itself to the view of the captors? Certainly but little; yet still I earnestly recommend perseverance: let them, with becoming respect, state the situation in which they stand to his Majesty. Let them present their petitions to the king in council, which will, in all probability, preclude the necessity of reference to the king's advocate and king's proctor; but in case forms of office so far prevail, that petitions must be presented to the lords of the treasury, instead of the lords of the council, and should the reference be made to you, I must entreat that you will act with consistency and decency, by declining to offer any further opinion on the subject. Reflect that you delivered your opinion generally on the merits of captors, when you opposed their being reimbursed their expences; that such opinion was rejected by the judge, whose notions were, therefore, in direct opposition to those you entertained or professed; if, then, you continue to pursue your former line of conduct, you will act contrary to the judgment of that court for which you daily express the highest veneration; but surely it is unnecessary for you to give your advice.

The questions are few and simple. Is there merit or demerit in the parties who apply? Has their conduct been productive of profit to the crown or to the country? and, to what degree ought they to be rewarded? I should think, that the lords of the treasury are competent to the task of advising his Majesty on questions like these, without the delay and heavy expence of a reference to you for your opinion: and I certainly do hope and trust, for our country's sake, that they will henceforth be answered by unprejudiced and uninfluenced men, who will consider the duty of respecting the feelings of the officers of the navy, to whom we steadfastly look for a continuance of our political existence, and who would shudder at the very idea of disaffection springing up in their bosoms.

A. B.

* * *

IN compliance with the wishes of a correspondent, we insert the following list of

NAVAL MEMBERS OF PARLIAMENT.

HOUSE OF PEERS.

[*The names with a * preceding them have not served in the navy, but are [illegible] in this list, as they hold naval situations.*]

His Royal Highness William Henry, Duke of Clarence, admiral of the white.

* The Duke of Ancaster, vice-admiral of the county of Lincoln.

* The Duke of Northumberland, vice-admiral of Northumberland and Newcastle upon Tyne. A general in the army.

* Duke of Argyle, in Scotland (Lord Sundridge and Hamilton in England), admiral of the Western Isles.

* The Earl of Derby, vice-admiral of the duchy and county palatine of Lancaster.

* The Earl of Carlisle, vice-admiral of the East Riding of Yorkshire.

* The Earl of Darlington, vice-admiral of the county palatine of Durham.

* The Earl of Uxbridge, vice-admiral of North Wales.

* The Earl of Mount Edgcumbe, vice-admiral of the county of Cornwall.

* Earl Fortescue, vice-admiral of the county of Devon.

Earl St. Vincent, admiral of the red, and lieutenant-general of marines; created Baron Jervis, on the 27th of May, 1797, subsequently to the victory which he obtained off St. Vincent, on the 14th of February in that year.

* The Earl of Romney, vice-admiral of the county of Kent, and a director of Greenwich Hospital.

Lord Hood, admiral of the red, and master of Greenwich Hospital; created on the 1st of June, 1796.

Lord Bridport, general of marines, admiral of the red, vice-admiral of Great Britain, and lieutenant of the Admiralty thereof; created on the 10th of June, 1800. Brother to Lord Hood.

* Lord Braybrooke, vice-admiral of the county of Essex.

* Lord Dundas, vice-admiral of the shires of Orkney and Zetland.

Lord George Stewart (Earl of Galloway, in Scotland), captain in the royal navy; created on the 6th of June, 1796.

* Lord Bolton, vice-admiral of the Isle of Wight; created on the 20th of October, 1797.

Lord Keith, admiral of the white; created on the 15th of December, 1801, for his services in Egypt.

Lord Gardner, admiral of the red, and major-general of marines; created on the 15th of November, 1806.

Lord Cathcart, vice-admiral and judge of the Admiralty of Scotland. A general in the army.

* Lord Ducie, provost marshal of Barbadoes.

* Lord Hawkesbury, admiral of the Cinque Ports.

* Lord Mulgrave, first lord of the Admiralty, and vice-admiral of the East Riding of Yorkshire. A general in the army.

Lord Barham, admiral of the red, and president of the commissioners of naval improvements.

Lord Collingwood, an admiral and commander in chief in the Mediterranean; created a peer for his services in the ever-memorable action off Trafalgar.

Lord Gambier, an admiral, and commander in chief of the Channel fleet; created a peer in 1807, for his services at Copenhagen.

HOUSE OF COMMONS.

The Hon. Jocelyn Percy, M. P. for Beralston, in Devonshire; commands the Comus, of 22 guns, in Admiral Cotton's squadron.

Sir Samuel Hood, K.B. rear-admiral of the blue, M.P. for Bridport, in Dorsetshire; commands a squadron in the Baltic, in the Centaur, of 74 guns; received the order of the Bath, in October, 1804, for his services in the West Indies.

Lord William Stuart, M.P. for Cardiff, in Glamorganshire; captain in the royal navy.

George Campbell, Esq. vice-admiral of the blue, M.P. for Carmarthen.

The Hon. Charles Paget, M.P. for Carnarvon; captain in the royal navy.

The Hon. George Rose, M.P. for Christchurch, Hants. Treasurer of the navy.

The Hon. D. P. Bouverie, M.P. for Downton, in Wiltshire; commands the Medusa, of 32 guns, off Havre.

Eliab Harvey, Esq. rear-admiral of the red, M.P. for Essex.

Edward Buller, Esq. rear-admiral of the blue, M.P. for East Looe, in Cornwall.

The Hon. George Cranfield Berkeley, vice-admiral of the red, M.P. for Gloucestershire.

* The Right Hon. Charles Long, a director of Greenwich Hospital, M.P. for Haslemere, in Surrey.

* Robert Ward, Esq. one of the Lords of the Admiralty, M.P. for ditto.

Sir Home Popham, Knt. M.P. for Ipswich, in Suffolk; commands the Venerable, of 74 guns.

The Hon. Charles Herbert Pierrepont, M.P. for Nottinghamshire; captain in the royal navy.

* The Right Hon. Sir William Scott, judge of the high court of Admiralty, M.P. for the university of Oxford.

* Thomas Tyrwhitt, Esq. vice-admiral of the duchy ports and harbours in Cornwall and Devon; M.P. for Plymouth.

Sir C. M. Pole, Bart. admiral of the blue, M.P. for ditto.

John Markham, Esq. rear-admiral of the red, M.P. for Portsmouth, Hants.

Sir T. B. Thompson, Bart. M.P. for Rochester, in Kent; captain in the royal navy, and comptroller of the navy.

John S. Rainier, Esq. M.P. for Sandwich; captain in the royal navy.

The Right Hon. Lord Cochrane, M.P. for Westminster; commands the Imperieuse, of 40 guns, in the Mediterranean.

The Hon. Charles Herbert, M.P. for Wilton, Wilts; captain in the royal navy.

William Johnstone Hope, Esq. captain in the royal navy, and one of the lords of the Admiralty; M.P. for Dumfriesshire.

The Hon. Charles Elphinstone Fleming, M.P. for Stirlingshire; captain in the royal navy.

CORRECT RELATION OF SHIPWRECKS.

No. XXV.

> Again the dismal prospect opens round,
> The wreck, the shore, the dying, and the drown'd.
>
> FALCONER.

Account of the Loss of the Portuguese Ship BOWANIONG, *Captain* JOHN NAPREMASSENA, *on her Passage from Calcutta towards China.*

Chittagong, November 10, 1807.

WE left our Bengal pilot the end of April last, and stretched across the bay till the 4th of May, when in the latitude of 16 deg. 57 min. north, longitude 91 deg. 7 min. east, we encountered a severe gale, accompanied with a heavy swell, in which the ship laboured much, and became leaky. The gale increasing, it became necessary, for the preservation of the ship, to cut away the main and mizen-masts. During the violence of the storm, it was with difficulty that the incessant working of the pumps could keep the ship free; and from her masts being gone, she was exposed to the swell, which broke over the hull with such force and frequency, that we were every moment in dread of foundering.—In this alarming situation, our commander not only displayed the utmost professional skill, but, by his presence of mind, by his collected, manly, and judicious conduct, afforded an example that served to raise our hopes, and to animate our exertions.

On the 26th of May, at 8 A.M. the weather having considerably moderated, we found almost the whole of our water-buts stove in, so that, independent of other material wants, it became necessary to put into the nearest port for a supply of water. The land upon our lee was an unfrequented part of the coast of Ava, which we knew to be inhabited by a barbarous people, from whom we could not hope for the assistance we required; yet, as the south-west monsoon, at this season, usually blows with violence, we had no other choice than to make the land in any point that the disabled state of our vessel would admit. We accordingly stood before the wind, and made the coast, after a short run in the vicinity of the broken islands, and sent a boat on shore some leagues to the northward of the river Bartoon, for an immediate supply of fresh water. In this we were disappointed. The coast where the boat landed was a barren desert, and although wells were sunk in various places along the beach, in the hope of reaching water, all our attempts proved fruitless.—We were therefore obliged to make what sail we could before the wind, to the northward, in quest of water. It was proposed to put into Cheduba, but unfortunately we fell to leeward of the island, and found it necessary to anchor off Seduha, where we obtained water and some provisions, but as we could not there repair the losses of the ship, so as to enable us with safety to put to sea, we were desirous, if possible, to reach either Cheduba or Chittagong. On the 16th of June, we weighed and stood out from Seduha. In the mean time the leak was increasing, insomuch that it required the constant working of the pumps, both night and day, to keep the ship clear. While in this situation, on the 17th of June, the day after leaving Saduha, we experienced a second gale of wind, as violent as the first. In the now disabled condition of our ship, and the exhausted state of the crew, from constant labour at the pumps, we had no other alternative than to endeavour to run the vessel on shore, in the hope of saving the lives of the people on board; while in pursuance of this design, we were so fortunate as to run into a bay, where being somewhat sheltered from the storm, we came to anchor at six P.M. the pumps incessantly working, and the leak rather gaining upon us in spite of all our exertions. At 11 P.M. the gale still increasing, the ship drove from her anchors, and soon afterwards struck upon a narrow insulated rock, upon which it was evident she would quickly go to pieces. The unshaken mind of our commander was now eminently displayed.—Finding that the ship must certainly go to pieces, and that the people could no longer continue on board with safety, he ordered the long-boat to be got out, himself superintending the operation, which was not effected without difficulty. As soon as the boat was in readiness, the supercargo, myself, and as many of the people as she could carry, were embarked, when the captain, unmindful of his own safety, ordered us to quit the wreck, and to make the best of our way to the shore. As the boat could not contain all the people, some sought their safety upon spars, planks, hen-coops, &c. while the captain and five or six of his people continued with the wreck, endeavouring to prepare a raft. We, who were in the long-boat, passed a dreary night, ignorant of the fate of our companions, and despairing ourselves of reaching the shore alive, the gale still continuing in all its fury. At length the sun arose, when we had the mortification to find, that our brave and faithful friend, our late commander, had voluntarily sacrificed his life to a sense of duty—he who so well deserved a better fate, and the men who were with him, perished with the wreck, which went to pieces in the night.

The long-boat did not get on shore till noon, when we landed, and were soon afterwards seized and conducted by the natives, as prisoners, to the presence of the Rajah, in the capital of Saduha, where we were detained for four months, during which time we experienced every privation and indignity from a barbarous government, alike insensible to the claims of justice or humanity.

At length, after incessant entreaties, we, with the exception of the supercargo, his brother-in-law, the purser, and four others, were, on the 17th of last month, set at large. The persons detained were to be marched up to the presence of his Majesty at Ava. They were to be accompanied by some of the chests of opium, and bales of cotton, which floated on shore from the wreck. Of the cargo that came on shore, the chief part was seized and sold by the inhabitants of Saduha.

We who were released, to the number of 46, were provided with a small fishing-boat, in which we hastened to leave the inhospitable shore of Saduha. In our uneasiness to embark, we neglected a proper supply of water and provisions, and overlooked the insufficient accommodations of our boat; we were, however, but a short time at sea, before we found ourselves cramped for room, and so much exposed to the inclemency of the weather, that we preferred going on shore, wholly unprovided as we were, determined to traverse the woods, and to seek our way to Chittagong on foot. Having landed, we proceeded along the coast, and after walking day and night, without refreshment or food, we arrived, at the end of the fourth day, more dead than alive, at Chittagong: here our wants were doomed to be completely removed; here our sufferings were soothed by the tenderest offices of humanity.

James Bruce Laing, Esq. judge and magistrate of Chittagong, animated by sentiments honourable to humanity, and congenial to the British character, succoured our distresses with a zeal, promptitude, and liberality, calculated to excite both our gratitude and admiration. I have no expression equivalent to my sense of the beneficence and generosity experienced from this gentleman, in the kindness of whose attentions all my companions and myself lost every trace of our last distresses, except their remembrance. I trust that my countrymen, whether in Europe or in India, will justly appretiate such benevolence, and that they will be proud to acknowledge its claim to our national and individual gratitude, by employing every opportunity that may present itself to relieve a distressed or shipwrecked Briton.

Mr. Laing was desirous to detain the people some time longer at this place, under the apprehension that they were not fully recruited. A longer stay was, however, unnecessary. The Lascars being amply provided with money and other requisites for their journey, set out some days ago for Lukepore, on their way to Calcutta. The Europeans, nine in number, and two Chinese, being equipped from the same liberal source, with a boat, money, and whatever was required for their voyage, proceeded hence a few days ago, for Calcutta.—Subjoined is an account of the fate of the persons late of the Bowaniong.

Number of souls embarked from Calcutta, 60.

Drowned.—Captain Napremassena, 3 Lascars, 2 Chinese, 1 Christian.—Total, 7.

Arrived at Chittagong, 46.—Detained at Ava, 7.

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SHIPWRECK AND SUFFERINGS OF M. DE BRISSON, AND HIS COMPANIONS, ON THE COAST OF CAPE BLANCO.

(*Translated from* DURAND's "*Voyage to Senegal.*")

[Concluded from page 302.]

A DIVISION was now made of the slaves; Messrs. Devoise, de Brisson, and Beaudré, were taken by Sidy-Mahammet. As soon as his family had done caressing him, M. de Brisson asked which of the women who surrounded him was his favourite; on which he pointed her out. The captive then approached her, and presented her with a double handful of cloves, which her husband had carefully kept for her, that he might meet with a favourable reception; these women being passionately fond of aromatic scents, particularly that of cloves. She received the present with the most insulting *hauteur*, and then kicked him from the tent, A minute afterwards, she commanded the slaves to unload the camels; and then set one to clean a sort of kettle, and sent another to pull up roots for fuel. While she was giving these orders, her dear husband was fast asleep, with his head on the lap of one of his concubines.

The unfortunate Frenchmen, though thus condemned to an excess of fatigue, misery, and opprobrium, nevertheless occasionally experienced some relaxation, owing to the interference of their master; but the cruelty of his wife was incessant, and at length became unbearable. The Moors never inhabit the same place for a length of time; but when the half-starved herds have devoured all the pasturage, they change their position, and remove to a spot which is more favourable. The care and labour attendant upon such changes were the task imposed upon the French slaves; and from the frequency of these movements, they were absolutely exhausted. One day, Devoise and Beaudré were beaten almost to death, and left senseless on the sand, because they were unable to perform the required service. For a long time they were compelled to the dire necessity of seeking their food along with the cattle; and on these occasions their only nutriment was plants and snails. De Brisson was possessed of sufficient strength and firmness of mind to resist all these hardships; but he was soon also compelled to harness the camels to the plough, to attend to the tillage and sowing of the lands; and his master, when he had finished his own jobs, would let him out to other Moors for a portion of milk. He would inevitably have fallen under the fatigue, if some hope of liberty had not remained with him, and if he had not been enabled occasionally to steal some barley and mutton, in addition to the small quantity of food which they allowed him.

The unfortunate Devoise, being older, and not so strong in constitution, could not long withstand such hardships. Daily he prayed for death, which at length came to his relief. M. de Brisson paid him the last duties of humanity. Beaudré also died, and his body was devoured by ravens and serpents.

M. de Brisson at length obtained the permission of his master to write to Mogadore; which the Moors call Sovia. He addressed his letter to the French consul, and gave a melancholy account of the hardships which he suffered. It was conveyed by a Jew, who travelled through that part of the desert; for the Jews who are born in the desert live on good terms with the Moors, and adopt nearly the same customs; but the Jewish inhabitants of the towns, being more rigid observers of their religious maxims, receive far worse treatment.—A second favour, more important than the former, occurred by chance. Another Sidy-Mahammet, who was sheriff of the tribe of Trarzas, had occasion to pass through the place where M. de Brisson was enslaved, and they recognised each other. The sheriff spoke so highly of him to the brother-in-law of his master, Sidy-Sellem, that the latter, who was naturally humane and compassionate, made a second attempt to purchase him, and the bargain was at length concluded. The price of transfer was five camels. Sidy-Sellem was the first who informed M. de Brisson of the change, which was soon confirmed by his former master, and they separated on the best terms. Brisson, on returning with his new owner, met with a companion of his misfortune, who had been baker of the wrecked ship, and they travelled together under the protection of Sidy-Sellem. Their master had given them a camel to ride on, without a saddle, and they proceeded in this manner for some days; but the motion of the animal was so fatiguing, that they were obliged to quit it and travel the rest of the way on foot. This journey was difficult, but much less so than the former, as their master took them through villages where water was plentiful, and the people were less brutal. Brisson, however, had a shocking rencounter with some Moors of the tribe of Telkannes. They fired two muskets at him, which luckily missed him; two Moors then seized him, and were about to carry him off, when Sidy-Sellem, who was at some distance behind, came forward, on the report of the guns, and loudly complained of the outrage; but the Moors told him that they had taken the slave for a thief who had run away. Sidy-Sellem pretended to believe them, and the travellers continued their journey.

The Moors of this tribe are the worst off of any in the desert. They live amongst hills which are formed entirely of sand raised by the wind; and it is so difficult to penetrate into their retreats, that it is a common saying, that they endeavour to conceal themselves from the rays of the sun: the plains in the neighbourhood contain great numbers of enormous serpents, which do not permit the cattle to approach them.

At length the travellers reached the town of Gouadnum, which is the refuge for all the rebels of the desert: it is divided into two parts, each of which has a governor; but the only superiority between them is that which is given by fortune. All the houses are built alike, and receive their light from the door and the roof, which is uncovered. Four large walls surround the space which contains the houses; and the whole circumference has only one gate, which is guarded by large dogs; each individual has also a dog for his own security, because they have as much to fear from their neighbours as from strangers. The town, however, carries on a considerable trade, and has several markets, which resemble our fairs: they have for sale great quantities of the most beautiful wool, and fine woollen stuffs, of which they make their clothing. The merchants who carry them into the interior of the country give in exchange camels and gold from the mines of Bambouk; they also receive for those articles wheat, barley, dates, horses, tobacco, salt, gun-powder, combs, mirrors, and other articles of hardware. This commerce is chiefly carried on by Jews, who are exposed to the most outrageous insults, which they nevertheless bear patiently, on account of the great advantages which they derive from the traffic. The travellers remained eight days at Gouadnum. From thence to Mogadore they met with nothing but villages, and castles built on the summits of high mountains. At a distance these look like superb palaces; but on approaching them, their walls are found to consist of nothing but mud, and are built in the most shapeless and disgusting forms. They were now not so well fed; and the nearer they approached to a town, the less was the hospitality which they experienced.—At length, after a journey of sixty-six days, they arrived at Mogadore, where Messrs. Dupras and Cabannes came to them, and assured them that their misfortunes were at an end. They took with them Sidy-Sellem and his son, and their house became the asylum of the whole party. The same day M. de Brisson and the baker were presented to the governor of the place, who informed them that they must proceed to Morocco, as the emperor desired to see all the Christian slaves, and give them their liberty.

Eight days afterwards, Sidy-Sellem and the party set off for Morocco: they were furnished with mules, a tent, provisions, and men to wait on them; and, after a journey of four days, they reached the capital. They immediately repaired to the house of the French consul-general, where they were to remain till they could be sent to France; and were afterwards taken before the emperor, whom they found sitting in a sort of coach body. He looked at M. de Brisson for some time, and then told him that he had been wrecked through his own fault, by not keeping far enough from the shore. He then asked for ink and paper, and traced with a reed the four principal points of the compass, to indicate that Paris was northward; after which he scratched about a dozen Roman characters, and gave the paper to M. de Brisson, asking him if he could read it? On repeating a few other questions, to shew how well he was informed, he observed, that the rebels of the desert had ill treated him, and desired to know what they had taken from him. M. de Brisson told him all that had happened; on which he said, "I do not command in the country where you have been taken; that is, the people are beyond my authority." He wished to know how M. de Brisson had got to his capital; and on being told, he ordered Sidy-Sellem to be brought before him. He asked him, if he had given a high price for the Frenchmen, and what he intended to do with them. To which Sidy-Sellem replied, that he had no other intentions than to prostrate himself at the feet of his sovereign, and do the homage of a slave. He then inquired, whether the Wadelims and Lebdassabas had any other Christian prisoners. Sidy-Sellem, in the most submissive manner, answered, that there were several whom he could easily collect, if the emperor would give him orders. The emperor, however, dropped the conversation; but he ordered the Frenchmen to be guarded for the present, and supplied with provisions from the royal kitchen. The next day the consul claimed them, and they were given up. M. de Brisson and the baker embarked for France; and Sidy-Sellem retired, well satisfied with the generosity of the consul.

PHILOSOPHICAL PAPERS.

OAK TIMBER.

The following Answers, to Questions proposed by the Commissioners of Naval Revision, respecting the state of Oak Timber, have been transmitted from Shropshire, by Mr. Harris.

QUESTION I.—Has the quantity of large oak timber in general, fit for the use of the navy, increased or decreased within the last fifteen years, in that part of the kingdom with which you are acquainted; has the quantity of ground planted with oak timber, been greater or less than the quantity cleared by grubbing up underwood, or felling timber, and where have any considerable plantations of oak timber been made?

ANSWER.—The quantity of oak timber fit for the navy and other uses, has greatly decreased in the last fifteen years.

The plantations of oak, either by sowing the acorns, or setting out young plants, is considerably less than the large tracts of underwood and timber that have been grubbed up, and the land brought into cultivation. The late Reverend John Robert Lloyd, of Aston, obtained the honour of a gold medal for a plantation of oaks, &c. but I do not know how it has succeeded.

QUESTION II.—Has the general consumption of oak timber for building, or other uses, in the country, increased or diminished within the last fifteen years; and to what purposes has such timber been generally applied?

ANSWER.—The general consumption of oak timber for building, may not have exceeded the former period of fifteen years, as deal has been in some measure (especially in towns) substituted for it; but the demand has been great for the use of navigations, steam engines, iron works, lead mines, collieries, &c.

Question III.—Has the price of oak timber for carpenter's or country uses increased within the last fifteen years, and in what proportion?

ANSWER.—Increased in home consumption from one shilling and six pence to two shillings and six pence, or three shillings per foot the average, or better.

QUESTION IV.—Have the plantations which have been made within the last fifteen years been chiefly of oak, or of the kinds of trees not fit for ship building, and to what cause do you impute the circumstance of one description of timber having been preferred to another, in making plantations?

ANSWER.—The quantity of acorns sown, or oak plants put out, have been very inconsiderable; the different kinds of firs and larches have been more used; they are of quicker growth, and come much sooner to profit, and are thought (though a perversion of true taste) more ornamental. Oaks make little show in less than thirty years, by which time the former will be fit for many purposes in building. I have used them at that age for every common purpose of building. From that period, they grow not so rapidly, but the quality improves. After thirty years' growth, the oak begins to thrive rapidly; and give it proper room, it will continue to do so, till it arrives at its great age of one hundred years, and often to a much greater length of time.

QUESTION V.—When plantations have been made of trees of different descriptions, including oak, has the proportion of oak in general been such, where the soil was fit for the growth of oak, as, when the other trees have been thinned, the oak trees remaining will be sufficient to cover the ground; and is it the practice to thin out the plantations by taking the other trees, and leaving the oak?

ANSWER.—It has been common to make mixed plantations of fir, beech, ash, sycamore, and oak; and it is proper to keep the young oaks warm and sheltered; as their tendency is to spread horizontally, they should be pushed forward by the interference of other trees, but great care taken that they be not over-topped, or smothered, especially by the baneful shade of evergreens, and to watch against their too near interference, which is much to be apprehended from their quick growth. The oak, though it be necessary to give it an aspiring tendency, yet should have some small lateral shoots. It has been said, "that you must not prune the oak:" but by doing it with care, you may forward its growth in its early stages; perhaps till it is fifteen feet high or more, some of its laterals may be cut close to its trunk; the bark will heal over in a year or two. Though I have not tried it, I think the sycamore the best plant to nurse up the oak; it is easily raised, it will keep warm, and protect, without over-topping, and may be cut out for stakes and small poles.

QUESTION VI.—Has any considerable quantity of oak timber been planted in consequence of the numerous enclosures of common which have been made within the last fifteen years?

ANSWER.—I do not recollect any considerable plantations of oak made on newly enclosed commons.

QUESTION VII.—What parts of the kingdom do you think the best suited for the cultivation of oak timber, either in respect of soil or climate, or owing to the land not being so applicable to the purposes of agriculture as it is in other parts of the kingdom.

ANSWER.—I can only speak to the counties of Salop, Stafford, Warwick, Worcester, Hereford, and Montgomery; which have afforded large supplies of excellent oak timber, and in which there are a variety of soils and situations, admirably calculated for the growth of oak, which flourishes best in rather strong soils tending to clay, and on the north side. Though the higher situations are more frequently applied to the growth of trees, yet for rapidity of growth and size, the lower lands have greatly the preference, as I have seen in various instances.

QUESTION VIII.—Have owners of woods become more careful, in enclosing and protecting them, than formerly, in consequence of the increased value of timber of late years; and do they leave a greater number of standard trees, when they cut the underwood, than was formerly the practice?

ANSWER.—No regard is paid to the statute that requires a certain number of trees upon an acre to be left at every fall of coppice wood; and it is best to leave every one to pursue his own interest: in some instances it would not answer, though successfully practised in part of Warwickshire, particularly on Lord Alresford's estates.

The magistrates having paid me the compliment of requesting me to furnish answers to the questions you have addressed to them, I have sent to you the result of the experience and observation of a pretty long life, in which I have paid particular attention to planting, and the growth of trees. I should gladly have received the assistance and correction of some other gentlemen, particularly the Reverend Mr. Wilding, of Stretton.

PLATE CCLVII.

SIR, *August* 28, 1804.

THE enclosed sketch may serve to give some idea of the navigation on the coast of Norway. It was taken in the month of January, when the barren aspect of the country was only relieved by a few firs, and the distant mountains being clothed in snow. In many parts of the passage towards Bergen, the ship passed within a very few yards of the rocks; yet was the *lead* unthought of by our Norwegian pilots (whose little yawl was hoisted on the booms). On the eye alone they depended, while one on the fore yard conned to his comrade at the helm. Though it blew in severe gusts at times, we were so sheltered by the mountains as to experience no motion but from the pressure of the wind.

A few habitations, sheltered in some degree by the evergreens of the north, opened on us as we rounded the different projecting points; yet not without the watchful dog giving warning to their tenants of our near approach. On several of these points, as well as on detached rocks, some scarcely above the surface of the water, were rings fastened to secure vessels by, in adverse winds.

We passed vast abundance of wild fowl, and the eagle was frequently seen perched on a rock, or soaring high in air, with watchful eye below in search of prey.

At Bergen we remained some days, not without an apprehension of being detained by the ice. So large a man of war (a 38-gun frigate) had not been there for many years, and the novelty brought great numbers of the inhabitants of both sexes[*] on board to visit us. I am, your humble servant,

G. T.

NAVAL STATE PAPERS.

Farther Papers, presented to the House of Commons, respecting the Ship l'Etrusco, and the Walsingham Packet. Ordered to be printed 4th March, 1808.

We cannot but lament that, to answer the narrow purposes of party, the nation should be subjected to such an enormous expence, for paper and print; at a time, too, when the former bears an unprecedentedly extravagant price. The former papers respecting l'Etrusco, of which we have given a copious abstract in a preceding part of the volume,[†] contained all that could interest the public on the subject: the present relate, chiefly, to transactions between private individuals, in which the country is no ways concerned. The most material light which is here thrown upon what is termed the *illicit commerce* of Sir Home Popham, is derived from the following extract of a letter, from a Mr. Pendergast, dated Dacca, November 6, 1791:--

" Let me know by return of Dawk your terms for freight, and whether you are bound direct for Ostend; in short, be particular, and also inform me whether you can effect the landing of a few bales of very fine goods in England at the usual terms, which I understand to be from 16 to 20 per centum. Do not be offended by my proposing illicit commerce to you. It really strikes me as a plan that would prove very beneficial to you; but in the event of your entering into any engagements of this nature, you should be under the necessity of giving unexceptionable security for the delivery in London. The very exorbitant charges at the India House, and the very unfair mode of exposing the property of individuals to sale, obliges the merchants here to try some plan of this nature; there are many houses in London whose principal attention is given to this line of business: however, I am convinced you would get a preference, on giving the above described security. The mode at home is, that the agent gives his bond for the amount invoice, and receives 20 per centum for the same, and has his bond returned on delivery of the goods in London.

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[*] This gave birth to a circumstance of rather a ludicrous nature:—It may be necessary to observe, that on hoisting things in or out of a man of war, the boatswain's pipe is used.—Many ladies visited us, who, as we had no accommodation ladder, were of course *hoisted* on board in a chair. From the continual *piping* of the boatswain's mate on the gangway, a parrot in a cage under the half-deck, imitated the pipe so very well, that the men who were lowering a corpulent lady over the side, on the parrot piping *let go*, but too readily obeyed it, sousing our visitor thoroughly: nor was it observed until she had remained some time in this cold and comfortless situation.—However " fondlie fashioned her limbes" might have been, she had not, like our fair countrywomen at present, " scorned all the draperie of arte," and to this perhaps she was indebted for not suffering more.

[†] *Vide* page 312.

Whether Sir Home Popham acceded to these proposals, we know not.

As documents, relating to the professional services of this officer, we transcribe the following :—

" *The Hon. Commissioners of His Majesty's navy, Navy Office, London.*

" GENTLEMEN, " *Rosendall, 27th July*, 1794.

" I am commanded by his Royal Highness the Duke of York, to express to your Honourable Board, his royal highness's entire approbation of the conduct of Lieutenant Home Popham, superintendant of the inland navigation, whose unremitting zeal and active talents have been successfully exerted in saving much public property on the leaving of Tournay, Ghent, and Antwerp; these, and many other meritorious services, have moved his royal highness to direct me thus to write, and to add his request, that Mr. Popham may be promoted in the line of his profession, and still be continued in his present employment, where his service is essentially necessary. You will be pleased to communicate to their lordships of the Admiralty, his royal highness's recommendation of Lieutenant Home Popham; his being appointed to his present situation by your Hon. Board, induces his royal highness to think this channel for recommending him most proper. I have the honour to remain, gentlemen,

" Your most humble servant,
" BROOK WATSON,
" Commissary General."

" DEAR SIR, " *Amheim, November* 30, 1794.

" I have the pleasure to acquaint you, that the last mail brought a letter from Lord Chatham, expressing, in very handsome terms, his readiness to obey his royal highness's commands, and adding, that you should immediately be appointed master and commander: I trust it will be hardly necessary for me to express my happiness on this occasion; but I cannot offer you my congratulations without lamenting, at the same time, that the former application had not been attended with success, or that any delay has happened, for otherwise, in consequence of your late exertions and signal services at Nimeguen, you might now have been promoted to the rank of post captain. All I can say is, that no favourable opportunity shall be lost in your attainment of this object; and I beg you to believe me, with much esteem, dear sir, ever your's most faithfully,

" G. HEWGILL."

" MY LORD, " *York House*, 19*th March*, 1795.

" Not to trouble your lordship with a recapitulation of the services of Captain Home Popham, of the royal navy, during the last two years, it may be sufficient to observe, by uncommon exertion in many difficult and important employments which have been intrusted to him, he has been of very essential use to the army under my command. His exertions have lately, too, been equally conspicuous in opening a communication with this country, as well as in the formation of bridges, for which General Harcourt speaks of him in the highest terms of commendation. Under these circumstances, I am induced to recommend him to your lordship's protection, and request that he may be promoted to the rank of post captain.

" I am, my lord, your's,

Addressed, " FREDERICK, F.M."

Right Hon. Earl Spencer.

" SIR,

" I lose no time in acquainting your royal highness, that, in obedience to your commands signified to me in your letter of the 19th instant, Captain Home Popham shall be promoted to the rank of post captain on the very earliest opportunity; and I feel the greatest satisfaction in having an occasion, at the same time that I testify my respect and obedience to your royal highness's pleasure, to promote an officer who has deserved so well of his country. I have the honour of being, with the greatest respect,

" Your royal highness's most dutiful and obedient servant,

Admiralty, March 21, 1795. " SPENCER."

Addressed,

His Royal Highness the Duke of York.

* * *

Papers presented to the House of Commons, relative to the Expedition to the Dardanelles. Ordered to be printed 23d March, 1807.

In a preceding sheet,* we have given, at length, a copy of Lord Collingwood's orders to Sir J. T. Duckworth, of the 13th of January; containing directions for him to proceed to the Dardanelles, and in what manner he was to act, when he should arrive before Constantinople. Nos. 1 and 2 of the present series of papers, comprise those orders, with other less important documents, precisely to the same effect.

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* *Vide* page 273.

No. 3, dated off the Dardanelles, on the 14th of February, 1807, is a copy of a letter from Sir J. T. Duckworth to Lord Collingwood, detailing his proceedings, and the difficulties which he expected to encounter in passing that strait. Sir John says:—

"I think it a duty I owe to his Majesty, and my own honour, to observe to your lordship, that our minister having left Constantinople sixteen days since, and the Turks employed French engineers to erect batteries to flank every turn in our passage through the Dardanelles, I conceive the service pointed out in my instructions *as completely altered*; and viewed in whatever manner it may, has become *the most arduous and doubtful that has ever been undertaken*; for as I am instructed by your lordship to communicate and consult with his Majesty's ambassador, and to be guided in my proceedings by such communication, it is on that principle that the resolution has been adopted, for the honour and character of the nation appear pledged, and in our hands they never can be tarnished.

"Of the hazard that attends such an enterprize I am most fully aware. We are to enter a sea environed with enemies, without a possible resource but in ourselves; and when we are to return, there cannot remain a doubt but that the passage will be rendered as formidable as the efforts of the Turkish empire, directed and assisted by their allies the French, can make it."

In his postscript, Sir John Duckworth says:—

"Having thought it right to read Mr. Arbuthnot this letter to your lordship, his observation was, that he should with pleasure place his signature by the side of mine: he said, however, that the fortifications of the Dardanelles, and in the canal of the Bosphorus, had not been undertaken merely from the time of his own departure from Constantinople, but that Frenchmen had been desired to assist in their construction the very instant that a war broke out between the Porte and Russia; and, that when the Endymion passed down, the workmen were seen driving in piles, &c. and that the batteries were already advanced far towards their completion."

No. 4 is a letter from Sir Thomas Louis to Lord Collingwood, dated from the anchorage off Tenedos, on the 5th of February, 1807; in which Sir Thomas says:—

"I beg leave to take this opportunity of stating my opinion to your lordship, of the number and kind of force which I judge will be absolutely necessary to fully perform the service of forcing our passage to Constantinople, destroying the forts in our way, reducing the capital to subjection, and capturing or destroying all their navy; and, in consequence, obliging them to accept the offers proposed by our government.

"The naval force I apprehend, to carry these measures into effect, should consist of at least ten sail of the line, two of the number three-deckers, a proportion of frigates and small vessels, with some bombs *and some troops*, for the purpose of an occasional *coup-de main* where necessary, or to garrison one of the castles at the Dardanelles (Abydos) while the other (Sestos) which is neither tenable nor necessary to possess, might be destroyed, as well as any other points that might occur in conducting the general service."

This, our readers will do us the justice to recollect, is precisely what we insisted, in our memoir of Sir J. T. Duckworth, ought to have been attended to.* Sir Thomas Louis observes:—"Both the bombs and the troops might with great facility and expedition be sent us from Sicily, from whence, as there is so large a force stationed, I apprehend this number of men† might be spared without inconvenience or risk, as also the bombs."—Why they were not sent, or why they were not provided, in the first instance, we have yet to learn.

No. 5 is a letter from Sir J. T. Duckworth to Lord Collingwood, on passing the Dardanelles. It relates chiefly to the destruction of the Turkish fleet, by Sir Sidney Smith, the official account of which, by Sir Sidney himself, will be found in a preceding sheet.‡

No. 6, from Sir J. T. Duckworth to Lord Collingwood, on the loss sustained on the island of Prota, is given in a former volume.§

No. 7, from the same to the same, on repassing the Dardanelles, is also given in a preceding volume.‖

No. 8, from the same to the same, is dated on board the Royal George, near the Dardanelles, March 7, 1807. It is as follows.

"MY LORD,

"Having in my letter of the 9th of February, acquainted your lordship of my having signified to General Fox, that as the ambassador had left Constantinople, he might with propriety send the troops to take possession of Alexandria; and the general having in a letter of the 18th ultimo acquainted me that they were embarking, and would sail without delay on that service, I therefore, having been so unfortunate as to fail of success off Constantinople, shall direct my attention to this armament, as being within the sphere of my co-operation; and as Milo is not deemed a healthy island, I shall endeavour to find out some island contiguous to the entrance of the Dardanelles which does not labour under that disadvantage, to make a naval station of; but I have to observe that General Fox, in his letter of the 2d February, in reply to mine of the 29th and 31st of January, specifying that a small proportion of troops would be required to take post and keep possession of Milo or some other island, says that 5,000 men are the utmost his instructions go to, and indeed that can possibly be spared from the defence of Sicily, and these troops are expressly ordered to garrison Alexandria, the detaching any part for the occupation of Milo, or any other island or place on the coast of the Archipelago, must rest solely at the direction of the general officer commanding this corps; for if they go, I do not conceive myself at liberty to allow of any detachment being made so as to endanger the defence of Alexandria.

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* *Vide* NAVAL CHRONICLE, Vol. XVIII. page 25.

† Sir Thomas does not mention the requisite number of men.

‡ See page 292. For Sir J. T. Duckworth's despatch, here mentioned, *vide* NAVAL CHRONICLE, Vol. XVII. page 428.

§ *Vide* NAVAL CHRONICLE, Vol. XVII. page 430.

‖ *Ibid.* page 426.

"Thus, my lord, you will see I can have no expectation of any military aid, but I beg you to believe no endeavours of mine shall be wanting to do what will most promote his Majesty's service, and meet your lordship's wishes,"

"J. T. DUCKWORTH."

* * *

Paper, presented to the House of Commons, respecting Ships, &c. prosecuted as Prize, during the late and the present War. Ordered to be printed 11*th April*, 1808.

We learn from this paper, that, from January, 1802, to May, 1804, eighty-two ships, &c. were prosecuted as prize; and that, from June, 1803, to March, 1808, the number, also prosecuted as prize, was about three thousand one hundred and fourteen.

* * *

Papers, presented to the House of Commons, relating to the Produce of Dutch Property belonging to the Crown, as having been detained before the commencement of hostilities, &c. Ordered to be printed 6th May, 1808.

The number of ships which were condemned, from the month of November, 1803, to November, 1804, is 87. It is remarkable, that the proceeds paid into court are always much less than the gross amount of the sales. For instance, the Anna Sophia sold for 33,269l. 0s. 6d. but the proceeds paid into court were only 27,535l. 15s. 2d.—If such a difference arises from the charges, and commission on the sales, some persons must make snug fortunes, at the expence of the public. The gross amount of the sales of all the property here mentioned, is 910,916l. 10s. 7¾d. that of the proceeds, paid into court, is only 652,718l. 11s. 10½d. being a difference of 258,197l. 18s. 9¼d.

* * *

Papers, presented to the House of Commons, relating to Droits of Admiralty. Ordered to be printed 9th May, 1808.

"The amount of all property received by the [Dutch] Commissioners appointed under an act of 35 Geo. III. ch. 80, which they understand to have been claimed by his Majesty, either in right of his crown, or in right of his office as lord high admiral, according to the best calculations they are able to make, is 1,265,046l. 7s. 9d."

Out of this sum, there has been paid, "at various times," say the commissioners, "the sum of 900,000l. to government, and also the sum of 234,900l. 9s. 4d. to captors and others, in consequence of grants from the crown; besides which, we have made a variety of other payments, which leave an actual balance in our hands of 46,826l. 1s. 9d. the whole of which balance is specifically or contingently appropriated."

The net proceeds of the Prussian property, condemned to the crown, and paid into the registry of the Admiralty Court, amount to 181,269l. 17s. 5d. and it is estimated, that there remains, to be paid in, about 20,000l.

The net proceeds of the Spanish property, from the 1st of January, 1793, amount to 2,207,872l. 3d. 1d. from which, deducting 7,761l. 6s. for sundry restitutions under decrees of the High Court of Admiralty, there remains 2,200,110l. 17s. 1d.

The accounts respecting the Danish and Russian property have not yet been made out.

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more. FALCONER.

EXTRACTS FROM MARMION, A POEM, BY W. SCOTT, Esq.

CANTO SECOND.

THE CONVENT.

THE breeze, which swept away the smoke,
Round Norham Castle roll'd;
When all the loud artillery spoke,
With lightning-flash, and thunder-stroke,
As Marmion left the hold,

It curled not Tweed alone, that breeze;
For, far upon Northumbrian seas,
  It freshly blew, and strong,
Where, from high Whitby's cloister'd pile
Bound to Saint Cuthbert's holy isle,
  It bore a bark along.
Upon the gale she stoop'd her side,
And bounded o'er the swelling tide,
  As she were dancing home;
The merry seamen laughed, to see
Their gallant ship so lustily
  Furrow the green sea-foam.
Much joy'd they in their honour'd freight;
For, on the deck, in chair of state,
The Abbess of Saint Hilda plac'd,
With five fair nuns the galley grac'd.

'Twas sweet to see these holy maids,
Like birds escaped to green wood shades,
  Their first flight from the cage,
How timid and how curious too,
For all to them was strange and new,
And all the common sights they view,
  Their wonderment engage.
One eyed the shrouds and swelling sail,
  With many a benedicite;
One at the rippling surge grew pale,
  And would for terror pray;
Then shriek'd, because the sea-dog, nigh,
His round black head, and sparkling eye,
  Rear'd o'er the foaming spray;
And one would still adjust her veil,
Disorder'd by the summer gale,
Perchance lest some more worldly eye
Her dedicated charms might spy;
Perchance, because such action grac'd
Her fair-turn'd arm and slender waist.
Light was each simple bosom there,
Save two, who ill might pleasure share,
The Abbess, and the novice Clare.

* * * * * * * *

Nought say I here of Sister Clare
Save this, that she was young and fair,

As yet a novice unprofess'd,
Lovely, and gentle, but distress'd.
She was betroth'd to one now dead,
Or worse, who had dishonour'd fled.
Her kinsmen bade her give her hand
To one who lov'd her for her land;
Herself, almost heart-broken now,
Was bent to take the vestal vow,
And shroud, within Saint Hilda's gloom,
Her blasted hopes and wither'd bloom.

She sate upon the galley's prow,
And seem'd to mark the waves below;
Nay seem'd, so fixed her look and eye,
To count them as they glided by.
She saw them not—'twas seeming all,
Far other scenes her thoughts recall,
A sun-scorch'd desert, waste and bare,
Nor wave, nor breezes, murmur'd there;
There saw she, where some careless hand
O'er a dead corpse had heap'd the sand,
To hide it till the jackalls come,
To tear it from the scanty tomb—
See what a woeful look was giv'n,
As she rais'd up her eyes to heav'n!

Lovely, and gentle, and distress'd,
These charms might tame the fiercest breast;
Harpers have sung, and poets told,
That he, in fury uncontroul'd,
The shaggy monarch of the wood,
Before a virgin, fair and good,
Hath pacified his savage mood.
But passions in the human frame,
Oft put the lion's rage to shame;
And jealousy, by dark intrigue,
With sordid avarice in league,
Hath practised, with their bowl and knife,
Against the mourner's harmless life.
This crime was charg'd 'gainst those who lay
Imprison'd in Cuthbert's islet gray.

And now the vessel skirts the strand
Of mountainous Northumberland;
Towns, tow'rs, and halls successive rise,
And catch the nun's delighted eyes.
Monk-Wearmouth soon behind them lay,
And Tynemouth's priory and bay;
They mark'd, amid her trees, the hall
Of lofty Seaton-Delaval;
They saw the Blithe and Wansbeck floods,
Rush to the sea through sounding woods;
They pass'd the tower of Widderington,
Mother of many a valiant son;
At Coquet-isle their beads they tell,
To the good saint who own'd the cell;
Then did the Alne attention claim,
And Warkworth, proud of Percy's name;
And next, they cross'd themselves, to hear
The whitening breakers sound so near,
Where, boiling through the rocks, they roar
On Dunstanborough's cavern'd shore;
Thy tow'r, proud Bamborough, mark'd they there.
King Ida's castle, huge and square,
From its tall rock look grimly down,
And on the swelling ocean frown;
Then from the coast they bore away,
And reach'd the Holy Island's bay.

The tide did now its flood-mark gain,
And girdled in the saint's domain:
For, with the flow and ebb, its style
Varies from continent to isle;
Dry shod, o'er sands, twice ev'ry day,
The pilgrims to the shrine find way;
Twice ev'ry day the waves efface
Of staves and sandal'd feet the trace.
As to the port the galley flew,
Higher and higher rose to view
The castle, with its battled walls,
The ancient monastery's halls,
A solemn, huge, and dark-red pile,
Plac'd on the margin of the isle.

A SONG,

SUNG AT THE FESTIVAL OF THE MARINE SOCIETY.

Tune.—"*Come cheer up, my Lads; 'tis to Glory we steer.*"

THE acorns their germs, without culture, unfold;
And groves of young oaks break their fostering mould:
See thousands expand their bold leaves of bright green;
By fancy their free-spreading branches are seen.

Whilst attach'd to their soil, they are firm too and free;
In this, with our oaks, do
Our Britons agree too,
In this, with our oaks, do our Britons agree.

The oaklings, when chok'd up with weeds, soon decay,
Some run up too weak, and some wither away:
The mischief the woodman now strives to repair—
They freely from Heaven get warmth, light, and air.

Now they've room they expand, they flourish whilst free;
In this, with our oaks, do
Our Britons agree too,
In this, with our oaks, do our Britons agree.

By culture thus aided, they almost exceed,
In vigour, what nature for them had decreed;
The comforts of life then they soon help to form,
And, aiding their country, will weather a storm.

In weath'ring the storm, to keep Englishmen free,
With Britons our oaks do
Exactly agree too,
With Britons our oaks do exactly agree.

The infantile race of the poor too abound,
With those in whom beauty and vigour are found:
So noble their looks, they all seem to declare,
"We Britons are born to be free as the air."

They're noble and graceful, they're firm too and free;
In this, with our oaks, do
Our saplings agree too,
In this, with our oaks, do our saplings agree.

If these saplings of man no culture obtain,
They wither away before manhood they gain;
But you, like the woodman, your aid still bestow;
And snatch them from vice, and redeem them from woe.

By culture they're render'd more vig'rous and free;
In this, with our oaks, do
Our saplings agree too,
In this, with our oaks, do our saplings agree.

To society saved, its sweets they enjoy,
And in arts or in arms their powers employ;
Their debt to their country they ne'er will deny,
But for those who sav'd them will conquer or die.

In weath'ring the storm to keep Englishmen free,
May these saplings with oaks
Exactly agree too,
May these saplings with oaks too exactly agree.

* * *

EXTRACT

FROM CHARLOTTE SMITH'S POEM OF

BEACHY HEAD.

JUST beneath the rock
Where Beachy overpeers the channel wave,
Within a cavern min'd by wintry tides
Dwelt one, who long disgusted with the world
And all its ways, appear'd to suffer life
Rather than live; the soul-reviving gale,
Fanning the bean-field, or the thymy heath,
Had not for many summers breath'd on him;
And nothing mark'd to him the season's change,
Save that more gently rose the placid sea,
And that the birds that winter on the coast
Gave place to other migrants; save that the fog,
Hovering no more above the beatling cliffs,
Betray'd not then the little careless sheep
On the brink grazing, while their headlong fall,
Near the lone hermit's flint-surrounded home,
Claim'd unavailing pity; for his heart
Was feelingly alive to all that breath'd;

And outrag'd as he was, in sanguine youth,
By human crimes, he still acutely felt
For human misery.

——— Wandering on the beach,
He learn'd to auger from the clouds of heaven,
And from the changing colours of the sea,
And sullen murmurs of the hollow cliffs,
Or the dark porpoises, that near the shore
Gambol'd and sported on the level brine
When tempests were approaching: then at night
He listen'd to the wind; and as it drove
The billows with o'erwhelming vehemence,
He, starting from his rugged couch, went forth,
And hazarding a life, too valueless,
He waded thro' the waves, with planks or pole,
Towards where the mariner in conflict dread,
Was buffeting for life the roaring surge;
And now just seen, now lost in foaming gulphs,
The dismal gleaming of the clouded moon
Shew'd the dire peril. Often he had snatch'd
From the wild billows, some unhappy man
Who liv'd to bless the hermit of the rocks.
But if his generous cares were all in vain,
And with slow swell the tide of morning bore
Some blue swol'n corse to land; the pale recluse
Dug in the chalk a sepulchre—above
Where the dark sea-wrack mark'd the utmost tide,
And with his prayers perform'd the obsequies
For the poor hapless stranger.

——— One dark night
The equinoctial wind blew south by west,
Fierce on the shore;—the bellowing cliffs were shook
E'en to their stony base, and fragments fell
Flashing and thundering on the angry flood,
At day-break, anxious for the lonely man,
His cave the mountain shepherds visited,
Though sand and banks of weeds had chok'd their way—
He was not in it; but his drown'd corse
By the waves wafted, near his former home
Receiv'd the rites of burial. Those who read

Chisel'd within the rock, these mournful lines,
Memorials of his sufferings, did not grieve,
That dying in the cause of charity,
His spirit from its earthly bondage freed,
Had to some better region fled for ever.*

NAVAL HISTORY OF THE PRESENT YEAR, 1808.

(*April—May.*)

RETROSPECTIVE AND MISCELLANEOUS.

NO satisfactory intelligence has yet reached us from the Mediterranean. Despatches, however, have been received from Lord Collingwood, of the date of April 26; at which time, the Rochefort and Toulon squadrons were in Toulon, and the Carthagena squadron was at Port Mahon.

On the 10th of May, the expedition under the command of Sir J. Saumarez and Rear-admiral Keats, sailed from Yarmouth Roads. The naval force consisted of nine sail of the line, five frigates, six sloops, and 13 gun-brigs, with upwards of 200 sail of transports, with troops; 80 of which had horses on board. Several gun-boats accompanied the expedition, made upon a new construction, drawing only two feet water, and carrying a long 18-pounder and a carronade. The Margate sloop of war, in working out, got athwart the hawse of the Stately, and received some damage in her rigging, which prevented her from proceeding with the expedition. This force is understood to have proceeded to Norway, in aid of the King of Sweden, who still offers the most determined resistance to his enemies.

The Swedish fortress of Sweaborg has been surrendered; one of the articles for its surrender stipulating, that "*the flotilla shall be restored to Sweden, according to the particular return made thereof*, after the conclusion *of peace*, IN CASE THAT ENGLAND SHOULD ALSO RESTORE TO DENMARK THE FLEET WHICH SHE TOOK LAST YEAR."

The governor and officers, commanding at Sweaborg, have been cashiered.

A British naval force has arrived off Copenhagen. A letter from that place, dated May 3, says:—"The long expected English expedition arrived here yesterday, under convoy of an English ship of war; about 40 transports passed through the Sound in two divisions. At noon, 15, under the convoy of two brigs, arrived opposite Chronenburgh, and our gun-boats and cruisers were making bold attacks, with the view of cutting some of them off."

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* In a cavern almost immediately under the cliff called Beachy Head, there lived, as the people of the country believed, a man of the name of Darby, who for many years had no other abode than this cave, and subsisted almost entirely on shell-fish. He had often administered assistance to shipwrecked mariners; but venturing into the sea on this charitable mission during a violent equinoctial storm, he himself perished. As it is above thirty years since I heard this tradition of Parson Darby (for so I think he was called), it may now perhaps be forgotten.—C. S.

The British government has announced its intention of restoring all such property as belongs to Portuguese subjects now within this realm, or who are with their lawful sovereign in the Brazils. With respect to the property of those who are unhappily under the government and authority of France, an especial reference is to be made to the Prince Regent; and, until his pleasure shall be known, no distribution of it is to take place.

The island of Madeira has been restored to the dominion of her most faithful majesty.

The Portuguese minister in this country is said to have communicated to Mr. Canning the agreeable information, that his government holds itself responsible to the subjects of his Britannic Majesty, for all the losses which they sustained by the acts of the Portuguese government prior to the Prince Regent's leaving Lisbon, but particularly for those which were occasioned by the decree of the 8th of November last.

On the 25th of May, the Catholic question came again under the consideration of the House of Commons. Mr. Grattan commenced the business, by moving, that the petition of the Roman Catholics of Ireland should be referred to a committee of the whole House. The debate continued until seven o'clock the following morning, when the motion was negatived. There were two divisions. The first on a motion for adjourning the debate, moved by Mr. Hutchinson, which was lost by a majority of 180; the Ayes being only 118, while the Noes were 298. On the second division, which took place on the original motion submitted by Mr. Grattan, the numbers were—Ayes, 128—Noes, 231—Majority against Mr. Grattan's motion, 153.

A very spirited action has recently been fought off Bergen, between his Majesty's frigate Tartar, commanded by Captain Bettesworth, and six Danish gun-boats and a schooner. We lament to say, that the service has experienced a severe loss, in the death of Captain Bettesworth, who fell in the conflict. The particulars of the engagement are given in the following extract of a letter from an officer on board the Tartar, dated Leith Roads, May 20.—

"We sailed from Leith on the 10th inst. to cruise off North Bergen and intercept a frigate, said to be in that harbour. We got on the coast on the [illegible], but from the very thick fogs, could not stand in till the 15th, when we made the islands to the westward of Bergen, and on our hoisting Dutch colours, there came off twelve Norwegians in two boats, from whom we learnt the frigate had sailed eight days before for the East Indies, with three or four ships. They took us through a most intricate rocky passage, till within five or six miles of Bergen, when they refused to take her any further. It being the captain's intention to reach the town with the frigate and bring off the shipping, among which were three privateers, we anchored in the straits, with springs on our cables, and in the evening, the boats, with the captain, first, and third lieutenants, and master, went up to the town, and would probably have cut out an East Indiaman lying under the battery, had not the guard-boat, which was without her, fell in with and fired on the launch, who returned the fire, wounding all their people severely, and took her: this alarmed the town, who sounded their bugles, and manned the batteries; and we finding the ships lie within a chain, without which it would be difficult to get them, returned to the frigate, leaving the launch, commanded by Lieutenant Sykes, to watch the enemy. We immediately got the ship under weigh, but from the lightness of the wind, and intricacy of the passage, could not get near Bergen; and when about half way from our anchorage, in a narrow rocky strait, without a breath of wind, and a strong current; in this situation, we were attacked by a schooner and five gun-boats, who were within half gun shot, lying under a rocky point, each mounting two 24-pounders, except the schooner, and manned with troops. They kept up a well-directed fire, hulling us in ten or eleven places, and cutting much our rigging and sails. One of their first shots killed our gallant captain, in the act of pointing a gun. The service has thus lost a most valuable commander, who had attached the whole of his crew to him, officers and men, by the most kind and exemplary conduct. Although the force with which we were engaged was comparatively small, yet when it is known that we were at this time drifting towards the enemy, nearly end on, no wind, a narrow passage full of rocks, on which we were driving, with no anchorage, under heights manned by their troops, no guns to bear on the boats, and a crew newly impressed, most of whom had never been engaged, it must be confessed to be a situation in which nothing but the greatest exertions on the part of Lieutenant Caiger (then commanding), and the rest of the officers, could relieve her. We at length brought our broadside to bear on them; one vessel was sunk, and the rest much shattered. They continued the attack for an hour and a half, and were re-manned, by small boats, during it: at length, a light air sprung up, we wore and stood towards the enemy, getting our bow guns forward, which bore on them, and compelled them to bear up, and row under the batteries of Bergen, where we found it would not be advisable to follow, from the general alarm that had been raised. We now obliged the natives on board to attempt a passage with the ship to the northward, in prosecuting which, we fell in with our launch, Lieutenant Sykes, and picked her up. We passed many difficult passages, through which we boomed the frigate off with spars, and towed her; and, at three, cleared the islands, and stood out for sea. We have preserved the body of our heroic captain, and shall, if possible, also that of Mr. H. Fitzhugh (a midshipman), a fine promising youth, who fell at the time the captain did. They are the only killed; we have one man lost his right arm, another severely wounded, and several slightly. Most of our shot holes are between wind and water, and one shot struck us two feet under water."

Letters from the Minerva, of 44 guns, Captain Hawkins, dated the 6th of May, off l'Orient, state, that the boats of that ship, manned and armed, commanded by Lieutenant Cooke, had landed in a bay near l'Orient, attacked and carried a battery, defended by one 18-pounder, and a large party of soldiers, in a blockhouse, with loop-holes. The gallant tars turned the gun towards the blockhouse, and fired it through; then spiked the gun, and took the centinel prisoner, when the enemy fired through the loop-holes, and unfortunately killed Lieutenant Cooke, but his party succeeded in carrying the body on board, and the next day it was committed to the deep, with naval and military honours.

Mr. Pinckney, the son of the American minister, in London, and a Mr. Lewis, who recently arrived in this country, from America, set out, on their return thither, on the 18th of May. They are understood to be the bearers of very favourable despatches, towards America, from the British government.

On the 17th of April, Buonaparte issued a decree, at Bayonne, which, in consideration that the American government has laid an embargo on the ports of the United States, declares, that, in future, every American ship shall be considered as coming from England, and shall therefore be put under sequestration. A report has been directed to be made to him, of all the American ships that have arrived in French ports, since the 1st of January last.

A Paris article, of the 2d of May, contains the following statement:

"Commercial letters, from Bourdeaux, relate, that the emperor had there some long conversations with the members of the Chamber of Commerce, composed of the most distinguished and wealthy merchants of that city, respecting the state of their trade; during which his Majesty entered into the most minute details, and displayed an intimate knowledge of the subject. He assured them, that it was his most earnest wish to give encouragement to the commerce of Bourdeaux, but declared, at the same time, that the present situation of affairs was likely to continue for some time. as he was determined to conclude no maritime peace, unless it was one on a solid basis — one which could not, like that of Amiens, be suddenly broken by the bad faith of the enemy; that the merchants must, therefore, be prepared to submit to privations, particularly colonial productions. We are also assured, that the emperor, before his departure, intimated, that, on his return from Spain, he would pass some time in Bourdeaux. His Majesty [illegible] the inhabitants of Bourdeaux the hope of, in future, enjoying the [illegible] trade with the Spanish colonies."

A counter-revolution has been effected in Spain; the *new* king having already resigned the crown to his father.

Lord Royston, the son of the Earl of Hardwicke, was unfortunately wrecked, in the Agatha, off Lubeck, near Memel, on the 7th of April, when his Lordship and several other passengers of distinction were drowned. His Lordship, who was on his return from the continent, had, within a few [illegible] attained the age of twenty-four.

A proclamation was issued, on the 4th of May, for pardoning all such [illegible] seamen and marines, as may have deserted since the 10th of [illegible] provided they return to the service by the 31st of December [illegible]

Two ships, of 74 guns each, to be called the Blenheim and the Barham, are directed to be built at Deptford.

An order has been issued to increase the number of the royal marines serving in the navy, as follows:—25 to a ship of the first rate, 20 to a second rate, 15 to a third rate, 10 to a fourth rate and large frigates, and in proportion to smaller ships.

CULTURE OF HEMP.

The Commissioners of the Navy having been called upon to state what proposals, or what encouragement, they would recommend to be made or held out to persons that may be willing to undertake the growth of hemp in Ireland, have delivered in a formal answer, which has been presented to the Chancellor of the Exchequer for Ireland, in which they declare:—

"We see no objection to the public engaging to pay for such hemp as can be ascertained to be of the growth of Ireland, and be delivered into his Majesty's dock-yard, at Plymouth, in the course of the next three years, whatever price that article may bear in the market, on the day of its arrival in the dock-yard; and in case the market-price should be below 60l. per ton, that the public should, notwithstanding, engage to pay that sum per ton for it, provided such hemp shall be deemed, upon delivery, good and merchantable, and shall be approved of, and received by our officers as fit for his Majesty's service.

"The mode of payment to be by bills made out at this office at 90 days date, bearing an interest of per diem, upon certificates being granted as usual by the officers of the yards, of the quantities of hemp they have received.

"In case it should be advisable to have some part of the hemp grown in Ireland delivered at Portsmouth, Chatham, or Woolwich, instead of Plymouth, the following additions will be made to the price of the hemp, viz.

"For what may be delivered at Portsmouth....1l. 10s. per ton.
Chatham or Woolwich................2l.

The Prince Regent of Portugal arrived at Rio Janeiro, from Bahia, on the 7th of March. Immediately on his arrival, he instituted a new order of knighthood, under the denomination of the order of Fidelity, with which he invested Commodore Moore and Captain Walker.

The following is the copy of an order from the Lords Commissioners of the Admiralty, to Rear-admiral Sir Richard King, commander in chief in the Downs, dated the 4th August, 1790, directing him to send a sloop and a ship in search of a ship, called *l'Etrusco*, at Flushing, having English seamen on board.

"*By the Commissioners for executing the office of Lord High Admiral.*

"Whereas we have received good information that a tauntmarted ship, called *l'Etrusco*, and commanded by Lieutenant Home Riggs Popham, of his Majesty's navy, is now at Flushing, bound to the East Indies, whose crew is wholly or principally composed of his

Majesty's subjects; you are hereby required and directed forthwith to send one of the frigates and sloops under your command, to cruise on such stations as you shall judge best to intercept the said ship when she shall put to sea, and be out of the limits of that port; with orders to their commanders to take out of her every person of the above description who may be found on board of her, and to bring them into the Downs to be disposed of as may be hereafter directed; and in case, after the persons above mentioned shall have been so taken out, there shall not be a sufficient number of others left in the said ship *l'Etrusco* to navigate her in safety back to Flushing, you are to direct the commanders of the frigate and sloop whom you may send upon this service, to bring her also into the Downs for further orders.

"Given under our hands, the 4th August, 1790,

"HOOD,
"BELGRAVE.
"J. T. TOWNSHEND."

May 30.

From the dreadfully convulsed state of Spain, the people entertaining the bitterest animosity against the French, strong expectations are entertained, that the French ships in the harbour of Cadiz will be seized and delivered over to the English, as prize; and that the Spanish ships will also be delivered over, in trust.

According to the latest accounts from Sweden, the island of Gothland was surrounded by Swedish ships; and it was expected, that the whole Russian armament would be captured.

Imperial Parliament.

HOUSE OF LORDS.

TUESDAY, MAY 17.

LORD *SIDMOUTH* rose to make his promised motion, respecting the Danish ships. It had been laid down, he said, by the most learned civilians, that it was contrary to the municipal laws to detain foreign vessels previously to a declaration of hostilities, unless our own vessels had been first detained. It appeared, however, that Danish ships and property had been made subject to seizure, while the merchants entered our ports as friends, before any declaration of war had taken place. In June last, when the expedition at Yarmouth excited alarm among the subjects of Denmark, they became lulled into a false security, and, by August following, 320 vessels were seized, and declared lawful captures. The proceeds of those ships and cargoes he calculated at two millions sterling.—The noble viscount moved three resolutions:—first, that it appeared that friendly traders had been seized in our ports, and at sea, by our cruisers, contrary to the laws of nations. Secondly, that it would be expedient, for the honour of the British nation, to advise his Majesty to suspend, during pleasure, the proceeds of ships and cargoes adjudged prizes under the circumstances before described by the Admiralty courts. Thirdly, that such ships should be restored to their owners, and the seamen cease to be prisoners of war.

The *Lord Chancellor* contended that the ships and subjects of Denmark had not been detained contrary to the laws of nations. He therefore moved the previous question to the first resolution; and, on a division, the numbers were—For the first resolution, 16—Against it, 36.—Majority, 20.

A second division occurred on the resolution for restoring the condemned ships, which was also negatived. The numbers were—For the resolution, 16—Against it, 37.—Majority, 21.

HOUSE OF COMMONS.

WEDNESDAY, APRIL 27.

Mr. *Tremaine* obtained leave to bring in a bill to enforce the burial of dead bodies cast ashore from wrecks, &c. He had been induced to make this motion by strong representations from the county for which he was member (Cornwall), of the nuisance occasioned by a neglect on this head upon its coast. It often happened that bodies were cast ashore among poor people, who were prevented by the expence from burying them. He mentioned two cases in which this had happened; one on the loss of the Anson frigate, the other on the loss of a transport with troops from Buenos Ayres. The bodies were either left unburied, or buried in heaps. The provisions of the bill would be to encourage the giving notice of such cases to the nearest parish officers, to compel the officers to bury the bodies in the parish church-yards, and to reimburse them, in certain instances, from the treasurer of the county.—This bill was read a third time, and passed, on the 13th of May.

MONDAY, MAY 9.

Mr. *Calcraft* moved a string of resolutions, charging the Admiralty with neglecting to supply Sir R. J. Strachan's squadron with provisions, stores, &c. by which he was prevented from following the Rochefort squadron.

Mr. *Wellesley Pole* vindicated the conduct of the Admiralty, and moved the previous question.

Mr. *Calcraft*'s motion was consequently negatived, by 146 against 69.*

MONDAY, MAY 16.

Colonel *Wood* moved, "That there be laid before the house, copies of the journal or log-book of the Royal George, from the 19th to the 22d of February, 1807; and also those letters respecting the negociations carried on with the Turkish government, and our commander on that station, together with the letters of Sir John Duckworth to Lord Collingwood, respecting the same, during the aforesaid period."—In prefacing this motion, the hon. mover observed, that the object of it was, to prove, that, by steering certain courses, different from those which he had steered, Sir

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* This subject is treated of at length, at page 250, and page 322, of the present volume.

John Duckworth might have come close up to Constantinople, at different times, after his passage of the Dardanelles.

Admiral *Harvey* declared, that he had no objection whatsoever to the production of these papers, were it not that in the shape wherein they were called for, there appeared to be an indirect attack upon a brave and gallant man, who, in a variety of instances, had risked his life for the benefit and honour of his country. It was due, therefore, to that distinguished officer, to have it known what the charge was, that was intended to be preferred against him.

Colonel *Wood* replied, that delays, unacounted for, had operated, to counteract the object of the expedition on which Sir John Duckworth was employed.

Mr. *Canning* remarked, that, if any thing like a charge was intended against Sir John Duckworth, a court martial would be the more proper medium by which to bring it forward.

Colonel *Wood* at length agreed to withdraw the motion.

FRIDAY, MAY 20.

Mr. *Taylor* rose, to make his long-promised motion, relating to the expedition against Constantinople. In a long speech, he recapitulated the various treaties that had been concluded between Turkey, Russia, and this country, for a series of years back. From the perusal of all the treaties, it seemed to him evident, that the fleet sent by the then government of this country, with a view to commit hostilities against Constantinople, was impolitic in the extreme, in so far as regarded the interests of this country, and in direct violation of our treaty with the Sublime Porte. It might be urged that Turkey went to war with our then intimate ally, the Emperor of Russia, and that we were bound to assist him. This assertion, however, he would not permit to be made, as it was evident, from the official documents then before the house, that the aggressions had proceeded entirely on the part of Russia. The good disposition of the Turks towards the people of England, might be authenticated by the first military and naval characters in the country: he therefore conceived it incumbent on the members of the late administration to defend their conduct to the country at the failure of the expedition sent to the Dardanelles, though not so disastrous, was certainly as disgraceful to the national character as the loss of Monte Video or Buenos Ayres. The Hon. member then moved, as a preliminary resolution, "That his Majesty's fleet appeared before Constantinople, remained ten days, and retired, without effecting any object."

Mr. *Thomas Grenville* contended that the Turkish fleet was easily assailable, at the time the expedition arrived at Constantinople, and that the force sent thither was quite sufficient for the purpose for which they were sent to Constantinople. From this conclusion the inference was also to be drawn, that the late ministers were fully vindicated in the steps they had taken respecting that expedition, and that they were justified in the expectation which they entertained of the co-operation of the Russian government, by their sending to the assistance of Lord Collingwood eight sail of the line. He complained of being deprived of the report made by

Sir Thomas Louis to Lord Collingwood, of the state of the forts of the Dardanelles, and of the Turkish fleet at the same period, which would have elucidated this matter, and corroborated the conclusion and inferences which he had drawn. He imputed the failure of the expedition to adverse winds, which, for the space of six weeks, prevented the timely approach of our ships, added to the activity of General Sebastiani, who disciplined the Ottoman troops, and provided for them French officers and engineers, who, with an army of 200,000 men, must have baffled any effort which we could make, either by land or sea. The hon. gentleman adverted to the expedition to Alexandria, and laboured to shew, that notwithstanding the result, it was planned on the wisest principles, and for the most prudential purposes. He blamed the present administration for giving it up; the station being, both in a naval and military point of view, one of the first importance on the coast of Egypt.

Mr. *Canning* admitted the propriety of preserving amity with Russia, but he did not consider that by breaking with the Ottomans, we could preserve the relations of amity with the Court of St. Petersburg; for the atack on Constantinople only shewed a narrow and grasping selfish policy, directed all to our own interest, and wholly neglected the interest of Russia as our ally.

But the great imputation to be cast on the expedition to the capital of the Turkish empire was, that with an affectation of proceeding upon an amicable negociation, an attack was made on the out-works of that capital by attacking and passing the Dardanelles.

The right hon. gentleman imputed misconduct to the late administration in fitting out the expedition, and read a letter sent from Admiral Louis to Sir John Duckworth, stating, that more troops were necessary to effect the enterprize. It was necessary to attack the castles of Cestos and Abydos, in order to force the passage of the Dardanelles. From the account transmitted by Admiral Duckworth, these castles were formidable, and had the Turks been allowed to raise fortifications another week, it would have been impossible to force the passage. It had also been said, that 5,000 men were in Constantinople, and what could 2,000 British troops do against such an army? The truth was, that the troops were not employed in the expedition, but were sent to Alexandria, when they might have taken possession of the castle on the Asiatic side of the Strait, without annoyance from the forces at Constantinople. As he conceived the subject had already occupied a considerable time, he would not prevent other members from expressing their opinions, but conclude by moving, that the other orders of the day be read.

Mr. *Windham* observed, it was not known that more troops were requisite for the expedition, until Admiral Louis wrote to Admiral Duckworth, on the 22d of January, for an additional force. Eight days previous the admiral had said, "I can go up with three ships," and it was evident that a sufficient force at one time was not sufficient at another.

After some farther discussion, the question was negatived without a division.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, MAY 3, 1808.

Copy of a letter from Rear-admiral Sir Alexander Cochrane, K.B. to the Hon. W. W. Pole, dated on board his Majesty's ship Belleisle, Marie Galante, March 12, 1808.

SIR,

I HAVE the honour to enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Selby, of his Majesty's ship Cerberus, commanding the blockading squadron off Point a Petre, Guadaloupe, who, finding the total impossibility of preventing the enemy's privateers and their prizes from gaining that port while they continued in possession of Marie Galante, as they constantly took shelter under the batteries of that island, from whence they watched a favourable opportunity to run over, he came to the resolution of attempting the surprise of Grand Bourg, the principal town, in which the detachment sent on this service, under the command of Captain Pigot, of the Circe, completely succeeded; whose report is also enclosed.

The manner in which this service was planned, and the promptitude with which it was effected, reflects the highest credit on Captain Selby, the other captains, officers, and men employed thereon.

I have the honour to be, &c.

ALEXANDER COCHRANE.

His Majesty's ship Cerberus, at anchor off Marie Galante,
March 3, 1808.

SIR,

I beg to acquaint you of the surrender of the island of Marie Galante to his Majesty's arms.

Finding the island afforded a shelter for the enemy's privateers with their captured vessels, and that it interfered considerably with the blockade of Guadaloupe, I considered it expedient to attack it; whereupon I gave Captain Pigot the command of about two hundred seamen and marines from the ships named in the margin;* and, on the 2d instant, we weighed from Petit Terre, and, a little after daylight, effected a landing about two miles from the town with little opposition, and, soon after, the island surrendered at discretion, and the commandant, with the national military force, are prisoners of war.

I find it a very valuable island, in the highest state of cultivation, and a large quantity of colonial produce in the stores. I have disembarked the marines, and garrisoned the place, and shall remain with the force under my orders for your further directions.

I herewith enclose Captain Pigot's letter to me on the occasion (wherein I am happy to observe the high terms in which he speaks of Captain Bowen, and the officers and men under his command), together with a list of the arms and military stores taken on the island.

I have the honour to be, &c.

W. SELBY.

To the Hon. Sir Alex. Cochrane, K.B.
Commander in chief, &c.

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* Cerberus, Circe, and Camilla.

His Majesty's ship Circe, off Marie Galante,
SIR, *March* 2, 1808.

You having done me the honour to give me the command of the debarkation of the seamen and marines of his Majesty's ships Cerberus, Circe, and Camilla, on the island of Marie Galante, I have the pleasure to inform you it was effected without loss, and the only opposition, a few shot from a small battery to the northward; and that notwithstanding the badness of the roads through the cane patches, I have infinite satisfaction in adding, that the good order and cool conduct of both seamen and marines merit the highest praise. From our early appearance at the end of the town, we found but little preparations for resistance, except a field-piece, placed in the centre of the principal street, on approaching which a flag of truce was sent, and the island surrendered at discretion. I cannot close this without expressing the support I had in Captain Bowen, of his Majesty's ship Camilla, and all the officers employed on this service.

I have the honour to be, &c.

To Captain Selby, his Majesty's Ship Cerberus. HUGH PIGOT.

A return of ordnance found in the Island of Marie Galante, March 2, 1808.

Town of Grand Bourg, 1 six-pounder field piece.
Fort, 2 twenty-four-pounders and 1 six-pounder.
Vieux fort, 2 eighteen-pounders.
St. Louis, 2 eighteen-pounders.
Le Marechal, 2 twenty-four-pounders.
Le Bas, 1 twenty four-pounder.
Cap Esterre, 2 twelve-pounders.
300 small arms.
100 barrels of powder in the grand magazine. H. PIGOT.

MAY 10.

Extract of a letter from John Palmer, Esq. commander of his Majesty's sloop the Pheasant, to the Hon. W. W. Pole, dated on board that sloop, at Spithead, the 8th instant.

On the 5th of last month, in latitude 22 deg. 10 min. longitude 56 deg. W. I fell in with a French privateer, and am happy to add, that after a chase of four hours, I captured her. She belonged to Guadaloupe, her name Tropard, had been out six weeks, taken nothing; was formerly, from report of the prisoners, his Majesty's late schooner the King's Fish, or Flying Fish, built at Bermuda for his Majesty's service, coppered, and copper-fastened, now rigged as a sloop; had on board when taken five guns, viz. one long eghteen-pounder, a traverser, and four six-pounders, and manned with a crew of sixty-two men,

MAY 14.

Copies of letters and their enclosures, which have been received at this office from Vice-admiral Dacres, Commander in Chief of his Majesty's ships and vessels at Jamaica.

SIR, *Veteran, Port Royal, March* 16, 1808.

I have the honour to enclose you, for the information of the Lords Commissioners of the Admiralty, the copy of a letter transmitted to me by Captain Symonds, reporting the capture of a Spanish schooner letter of marque by the Tweed.

I am, &c.

To the Hon. W. W. Pole, &c. J. R. DACRES.

SIR, *His Majesty's sloop Tweed, at sea, March 6.*

I have the honour to acquaint you, that, on the morning of the 29th ultimo, his Majesty's sloop Tweed, under my command, fell in with and captured the Spanish schooner letter of marque Santissima Trinidad, from Puerto Cavallo, bound to Cadiz. She is pierced for fourteen guns, has four mounted, with a complement of twenty men.

I have the honour to be, &c.

To Vice-admiral Dacres, Commander in Chief, &c. T. E. SYMONDS.

SIR, *Veteran, Port Royal, March 17.*

The enclosed is the copy of a letter I have received from Lieutenant Rorie, acquainting me of the capture of a Spanish felucca letter of marque, by his Majesty's brig Fortunée, under his command.

I am, &c.

To the Hon. W. W. Pole, &c. J. R. DACRES.

SIR, *His Majesty's brig Morne Fortunée, Port Royal Harbour, Jamaica, March 16.*

I have the satisfaction to inform you, for the information of the Lords Commissioners of the Admiralty, that his Majesty's brig under my command, on the 10th instant, while off the south side of the Pedro shoals, after a chase of four-and-twenty hours, captured the Spanish letter of marque felucca Santo Christo, mounting one long twelve-pounder, with a complement of fifteen men, from Cuba, bound to Porto Bello. I have, &c.

To J. R. Dacres, Esq. Vice-admiral of the White, &c. J. J. RORIE.

SIR, *Veteran, Port Royal, March 19.*

Captain Symonds, of the Tweed, having acquainted me with the capture of a French privateer schooner, I transmit you a copy of his letter, for the information of the Lords Commissioners of the Admiralty.

I am, &c.

To the Hon. W. W. Pole, &c. J. R. DACRES.

SIR, *His Majesty's Sloop Tweed, Port Royal, March 18.*

I have the pleasure to inform you, that, on the 16th instant, at eight A.M. his Majesty's sloop Tweed, under my command, captured the French privateer schooner l'Aventure, of three guns and fifty-two men. A few days prior to her capture we destroyed a small schooner, prize and tender to the privateer.

I have the honour to be, &c.

To Vice-admiral Dacres, Commander in Chief, &c. Jamaica. T. E. SYMONDS.

Extract of a letter from Rear-admiral the Hon. Sir Alexander Cochrane, K. B. to the Hon. W. W. Pole, dated on board his Majesty's ship Belleisle, off Marie Galante, April 7.

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Selby, of his Majesty's ship Cerberus, acquainting me with the capture of the island of Deseada, and of his having caused all the batteries thereon to be destroyed.

The inhabitants have generally taken the oath of neutrality; I have not, therefore, left any force on the island, but only stationed a sloop of war and a brig there for its protection, and to prevent the enemy from throwing in a garrison from Guadaloupe.

The neutrality of this island will afford us greater facilities in annoying the privateers, and cutting off their prizes from getting into Point à Petre.

SIR, *His Majesty's ship Cerberus, at Deseada, 30th March.*

I have the satisfaction to announce to you the capture of the island of Deseada, by the force you did me the honour to place under my orders.

On the 29th instant I weighed from Marie Galante, with the vessels named in the margin;* and on the 30th, at half past three P.M. the boats under the command of Captain Sherriff, of his Majesty's sloop Lily, with a detachment of seamen and marines from each vessel, under their respective commanders (who gallantly volunteered their services on the occasion), stood towards the shore, which was defended by a battery of two nine-pounders, completely commanding the narrow entrance of the harbour, together with the national troops and militia, amounting to about seventy men, who opened their fire upon the boats, when I found it necessary to anchor the squadron with springs on their cables, and commence a cannonading, which soon silenced them, and at four o'clock the French flag was struck; the boats landed at half past four, hoisted the British flag, and the whole island surrendered without further opposition.

I have the satisfaction to acquaint you, that this capture has been effected without loss; the commandant, national officers, and troops are made prisoners of war, and the militia have laid down their arms.

I should not do justice to the merit of Captain Sherriff, was I not to express in the highest terms my entire approbation of his conduct, together with Captain Ward, and all the officers and men employed on this service.

I have the honour to be, &c.

W. SELBY.

The Honourable Rear-admiral Sir Alexander
Cochrane, K.B. Commander in Chief, &c.
Leeward Islands.

P.S. Undermentioned is a list of the ordnance and military stores found on the island; the whole of the great guns I have destroyed, as well as the batteries; and the small arms and other military stores I have taken off the island.

Iron Ordnance.

At the principal battery—3 twenty-four pounders and 2 nine-pounders.
At the Grand Bourg—2 nine-pounders and 2 dismounted six-pounders.
50 whole barrels of powder.
50 muskets.

W. SELBY.

Copy of a letter from Captain Thomas Searle, Commander of his Majesty's sloop the Grasshopper, to the Hon. W. W. Pole, dated at Gibraltar, 28th April.

SIR,

Enclosed I send you, for the information of the Lords Commissioners of the Admiralty, a copy of a letter I transmitted, on the 24th instant, to Rear-admiral Purvis, acquainting him of the capture of two Spanish gun-boats, the destruction of two others, and the capture of two valuable vessels from South America, which I this day arrived safe with at this place.

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* Cerberus, Lily, Pelican, Express, Swinger, and Mosambique.

I have the honour to be, &c. T. SEARLE.

His Majesty's sloop Grasshopper, at sea,
24th April, 1808.

SIR,

I have the honour to acquaint you, that yesterday morning, in company with his Majesty's gun-brig Rapid, I had the good fortune to fall in with two Spanish vessels from South America, under the protection of four gun-boats, when, after a short chase, they anchored under a battery close in with Faro, among the shoals; I immediately anchored within range of grape-shot, and, after a very severe action of two hours and a half, the people on shore deserted their guns, two gun-boats struck, and the other two we drove ashore, and were destroyed. The cargoes on board the two Spanish vessels are worth thirty-thousand pounds each, which we also captured; but am sorry to say it was not accomplished without loss on our part; we had one man killed, myself slightly, and three seamen severely wounded; both vessels suffered very much in their hulls, masts, sails, and rigging. The enemy's loss was very great in the two gun-boats captured; they had forty killed and wounded; fourteen of the latter I sent on shore to Faro, as I had no means of taking care of our own wounded men and those of the enemy's, which I hope you will approve of.

It gives me pleasure to inform you that I received every possible assistance from Lieutenant Baugh, commanding his Majesty's gun-brig Rapid, who acted with great gallantry the whole time, and speaks in the highest terms of the good conduct of his officers and men, three of which were severely wounded, and particularly Mr. Baxton, acting master. I also beg leave to observe that Lieutenant Cutfield; Mr. Henry Bell, master; Mr. Thomas Bastin, purser, warrant and petty officers, and ship's company, under my command, merit my warmest thanks for their gallant conduct on this as well as former occasions.

Messrs. Bell and Bastin I beg particularly to recommend; the former for taking the brig into a very dangerous navigation, and is at all times a volunteer on every occasion; the latter has received a very severe wound since he has been with me, and volunteered to command the after guns, having only one lieutenant on board, and is a very deserving good officer.

I have, &c. THO. SEARLE.

T. John Child Purvis, Esq. Rear-admiral of the White, &c.

Copy of a letter from Charles Dashwood, Esq. Captain of his Majesty's ship Franchise, to the Hon. W. W. Pole, dated on board that ship, at Barbadoes, 1st of last month.

SIR,

I beg to acquaint you, that the French lugger privateer le Hazard, of four guns and fifty men, commanded by Francois Blanchet, was taken on the 23d February by the Franchise, twelve leagues south of Scilly, whilst hovering round the valuable convoy committed to my charge. She sailed from Granville three days previous, and had not made any capture.

I have the honour to be, &c. C. DASHWOOD.

MAY 17.

Copy of a letter from Alexander Skene, Esq. captain of his Majesty's ship [illegible], to the Hon. W. W. Pole, dated on board that ship, Barbadoes, [illegible] 19, 1808.

SIR,

I have the honour to acquaint you that the French privateer brig Mal-[illegible], commanded by Monsieur Rene Salaun, and mounting fourteen guns, with sixty men, together with her prize, the British ship Juliana, were captured on the 15th February, 1808, by his Majesty's ship under my command.

I have the honour to be, &c.
ALEX. SKENE.

MAY 21.

Copies of letters from Captains Mason and Bathurst, of his Majesty's ships Daphne and Salsette, addressed to Rear-admiral Sir Samuel Hood, and transmitted to the Hon. William Wellesley Pole by Vice-admiral Sir James Saumarez.

His Majesty's ship Daphne, April 26, 1808, off Lessoe.

SIR,

Judging, from the cargo of the sloop destroyed on the 22d, that the rest of the enemy's vessels at Flodstrand were also loaded with provisions, and destined for the relief of Norway, I conceived it to be an object to attempt getting them out; and the officers and crews of both ships having volunteered, I, last night, sent three boats from this ship, and the Tartarus two, all under the direction of Lieutenant William Elliot, first of the Daphne, accompanied by Mr. Hugh Stewart, master; Lieutenant Boger, of the royal marines; and Messrs. Beazeley, Durell, Elliot, Moore, and Ayton, midshipmen; and Lieutenants Gittins and Patterson, and Messrs. Septford, Lussman, and Andrews, midshipmen of the Tartarus. They were towed near the shore by the Forward gun-brig. They found the vessels moored close under the fort of the castle, which mounts ten guns, with hawsers fast to the shore; and immediately on getting to them the alarm was given by some Danish boats, the Danes instantly forsook the vessels, and the castle and three other guns began, and kept up a heavy fire of round, grape, and musketry; many of the shot went through the hulls and sails of the vessels; notwithstanding which the five boats cleared the harbour of all but two brigs, both light, and one of them with neither sails nor rudder. As no credit can accrue but to those who planned and executed this enterprize, I trust, sir, I may be allowed to express to you my admiration of the steady valour and good conduct of Lieutenant Elliot (whose behaviour at all times led me to expect it from him), as well as every officer and man employed in it. He speaks in the strongest terms of the courage and steadiness of the officers, petty officers, seamen, and marines of both ships. I am happy, sir, to add, that the loss is very trifling on either side, which I am surprised at, having observed from the ship the heavy fire kept up by the enemy. A Danish boat, with five men in, having the temerity to persist in endeavouring to retake one of the vessels, although repeatedly warned by Lieutenant Elliot, the latter was obliged with his people to fire in their own defence, and three of the five fell; on our side there were three wounded by the enemy, and one by mistake, but none badly. Amongst the former is Lieutenant Elliot, which, with his being an old lieutenant, and a very deserving officer, will, I trust, be an additional inducement with you to recommend him to the notice of my Lords Commissioners of the Admiralty.

I enclose a list of the wounded. There is a man slightly wounded belonging to the Tartarus, but I have not learnt the nature of his wounds. All but my first lieutenant and one seaman are able to do duty.

I have the honour be, &c.
F. MASON.

Sir Samuel Hood, K.B. Rear-admiral of the Blue, &c.

As from the papers being taken away I shall not be able to send you a correct account of the prizes at present, I shall only add that there are—

Five brigs, of apparently from 130 to 190 tons, deeply laden with grain and provisions.

Three galliots, of about 110 tons each, two deeply laden as above, and one light.

One schooner, of about 80 tons, deeply laden as above.

One sloop of about 90 tons, deeply laden as above.

A List of officers and seamen belonging to his Majesty's ship Daphne, Francis Mason, Esq. captain; and Tartarus sloop, William Russel, Esq. acting commander, wounded on the 25th of April, 1808, in cutting out ten vessels from Flodstrand, on the coast of Jutland, laden with provisions, and supposed to be bound to Norway.

Daphne.

Lieutenant William Elliot, severe contusion on the middle of the right thigh by a splinter when on board one of the enemy's vessels.

Mr. Hugh Stewart, master, slight contusion in the elbow, received when in the act of boarding.

Henry Tod, seaman, punctured wound in the neck by one of the Daphne's crew having mistaken him for a Dane.

William Johnson, seaman, lacerated wound in the hand, by a splinter, when on board one of the enemy's vessels.

Tartarus.

One man slightly wounded. F. MASON.

His Majesty's ship Salsette, off Ystad,
May 1, 1808.

SIR,

I beg to inform you that I yesterday captured, after a chase of five hours, from under Moen island, the Danish privateer Krathesminde, Christian B. Oxholm, commander, mounting eight guns, and thirty-one men; out five days from Copenhagen, and had made no capture.

I have the honour to be, &c.

Sir Samuel Hood, K.B. Rear-admiral W. BATHURST.
of the Blue, &c.

Extract of a letter from Mr. John T. Curry, commander of the Royal George yacht, in the service of the Revenue, to the Commissioners of the Excise at Edinburgh, and transmitted to the Hon. W. W. Pole by the secretary to that board.

Being off Wick on Sunday the 1st of May instant, I received information from a fishing smack that a privateer was upon the coast, and could not then be far off, I made sail and stood out to sea, and soon found the information I had received to be perfectly correct, for I observed the enemy in shore in chase of several vessels, about five P.M. south, Ronaldsha then bearing N.N.W. distant about five or six miles. I made all sail instantly, and gave chase, the wind being then S.W. The privateer, as soon as she perceived what I was, tacked, and stood away before the wind with a press of sail, and seemed at first to gain upon us; but it springing up a smart breeze, we gradually approached him, when he began to fire his stern chasers, which did us no injury. At length I had the pleasure of having him alongside after a seven hours chase, about one o'clock on the morning of the 2d, when I gave her a whole broadside, and wore round and gave her another, when she struck.

Upon boarding I found her to be the Passe Partout, commanded by Jean Judæ Vaudlieme, of Ostend, dogger rigged (with a view to deceive), mounting sixteen guns, four and eight-pounders, with sixty-eight men, but only forty-four on board. She had taken a brig from Dundee, in ballast, for America, and a sloop from Banff, also in ballast, the day before; and when I observed her she had just boarded a sloop of this place, and was in chase of several other vessels, which would have inevitably been captured had I not hove in sight.

There are nine English prisoners on board the privateer, which I shall carry to Leith with me.

Royal George, Kirkwall Road, May 3, 1808.

P.S. There are none of the crew of the privateer hurt. She is a fine vessel, sails fast, upwards of one hundred tons, five months old, and very fit for the revenue service.

MAY 24.

A letter has been received by the Hon. William Wellesley Pole, from Mr. John Kinsman, commander of the Active excise cutter, dated at Falmouth, the 19th inst. stating that, on the 17th, he had captured in the said cutter, after a chase of some hours, the Deux Freres, French privateer, of St. Maloes, armed with two carriage guns, and manned with twenty-nine men. She had been out four days, and had taken two vessels, one of which was retaken by the Active, and the other by the Betsy privateer, of Plymouth.

Promotions and Appointments.

Admiral Lord Gambier is appointed to command the Channel fleet, *vice* Lord Gardner, resigned.

Captain Sir Harry B. Neale, Bart. is appointed to be captain of the fleet.

Captain James Green, of the royal navy, is appointed to command the transports employed on the expedition under Sir. J. Saumarez.

Captain Serle, commander of the Grasshopper sloop, is promoted to the rank of post captain.

On the 28th ultimo, in pursuance of the king's pleasure, the following flag officers of his Majesty's fleet were promoted:—

Admirals of the white—C. Buckner, Right Hon. Lord A. Gardner, to be admirals of the red.

Admirals of the blue—R. Man, Sir George Young, Knt. J. Henry, D. R. Bligh, A. Græme, to be admirals of the white.

Vice-admirals of the red—J. Brown, J. Douglas. W. Swiney, C. Nugent, C. P. Hamilton, E. Dodd, Sir Charles Cotton, Bart. to be admirals of the blue.

Vice-admirals of the white—J. H. Whitshed, A. Kempe, S. Child, Rt. Hon. C. Lord Lecale, J. Taylor, Sir J. T. Duckworth, K. B. Sir Robert Calder, Bart. James Richard Dacres, Hon. G. C. Berkeley, T. West, J. Douglas, P. Aplin, to be vice-admirals of the red.

Vice-admirals of the blue—G. Bowen, R. Montagu, J. Ferguson, E. Edwards, Sir J. B. Warren, Bart. and K.B. E T. Smith, Sir Thomas Greaves, K.B. T. M. Russel, S. Moreaity, Sir Henry Trollope, Knt. Sir

Henry Edwin Stanhope, Bart. R. M'Douale, B. Douglas, J. Wickey, J. Fish, J. Knight, E. Thornborough, to be vice-admirals of the white.

Rear-admirals of the red—T. Drury, A. Bertie, Right Hon. Wm. Earl of Northesk, K.B. J. Vashon, Sir W. H. Douglas, Bart. T. Wells, Sir E. Pellew, Bart. Sir Isaac Coffin, Bart. J. Aylmer, S Osborne, R. Boger, to be vice-admirals of the blue.

Rear-admirals of the white—J. Faulknor, J. C. Purvis, T. Jones, W. Domett, W. Wolsley, J. Manley, G. Murray, J. Sutton, R. Murray, Hon Sir A. Cochrane, K.B. J. Markham, C. Stirling, H. Darby, E. Bowater, G. Palmer, W. O. B. Drury, W. Essington, to be rear-admirals of the red.

Rear-admirals of the blue—J. M'Dugall, J. Alms, E. Harvey, J. Peyton, Sir Edmund Nagle, Knt. to be rear-admirals of the red.

Rear admirals of the blue—J. Wells, R. Grindall, G. Martin, Sir A. Ball, Bart. Sir R. J. Strachan, Bart. and K. B. Sir Wm. Sydney Smith, Knt. T. Setaeby, E. O'Bryen, N. Brunton, W. H. Kelly, J. Schank, Hon. M. de Courcy, Wm. Bentick, P. Minchin, P. D'Auvergne, Prince of Bouillon, J. Hunter, E. Pender, W. A. Otway, G. Lumsdaine, Sir Samuel Hood, Bart. K.B. H. Nicholls, H. Sawyer, to be rear admirals of the white.

The undermentioned captains were also appointed flag officers of his Majesty's fleet:—

R. D. Fancourt, E. Buller, Hon. R. Stopford, M. Robinson, T. R. Shivers, C. Cobb, F. Pickmore, J. S. Hall, J. Dilkes, W. Lechmere, T. Foley, C. Tyler, R. C. Reynolds, R. Watson, Hon. A. Gardner, M. Dixon, G. Losack, W. Mitchell, G. Hart, and T. Bertie, Esqs. to be rear-admirals of the blue.

The king has been pleased to appoint C. Boyles, Esq. Sir Thomas Williams, Knt. Wm. Hargood, Esq. and Rob. Moorsom, Esq. to be colonels of his Majesty's royal marine forces; in the room of Edward Buller, Esq. Hon. Rob. Stopford, W. Lechmere, Esq. and Thos. Foley, Esq. appointed flag officers of his Majesty's fleet.

The following captains were passed over, and will be placed on the superannuated admirals' list:—

James Kinneer, Abraham Gurgot, James Dundas, Lauchlin Hunter, John Trigge, Nicholas Ingram, and Richard Willis.

Captain Sir Joseph Sydney Yorke is appointed to command the late Danish ship Christian the Seventh, of 96 guns.

Rear Admiral Domett is appointed to be one of the Lords of the Admiralty, vice Admiral Lord Gambier.

Sir Home Popham is appointed to command the Venerable, 74 guns.

Lieutenant-Colonels Theophilus Lewis, R. Williams, L. Desborough, J. Meredith, R. Hill Farmer, W. Finch, J. Berkeley, D. Ballingale, G. Dyer, and Sir John Douglas, Knt. of the royal marines, are promoted to the rank of colonels in the army.

Major J. Lambrecht, of the said corps, is promoted to the rank of lieutenant-colonel.

Captains W. H. Boys, H. R. Furser, J. Davey, R. Smith, R. Williams, J. E. Gordon, J. Abernethie, R. Graham, F. Lynn, W. Fremenbeere, J. Williams, J. Wemyss, R. Timson, T. Guildford, H. Percival Lewis, J. Clark, Wilson, C. Stanser, G. Dunsmuire, J. Lodington, W. Minto, and J. Long, all of the royal marines, to be majors in the army.

Captain John Crispo is appointed to command the late Danish sloop Little Belt.

Captain King is appointed to command the Venerable, of 74 guns, *vice* Sir Home Popham.

Lieutenant Dench, first lieutenant of the Hibernia, bearing the flag of Admiral Sir C. Cotton, is appointed to command the Blossom.

Captain Pigot, of the Blossom, is appointed to command the Nymphe, *vice* Captain Shipley, killed on the coast of Portugal.

Captain G. Parker is appointed to command the Aboukir.

Lieutenant George Hawkins, from the Glory to the Dragon; Lieutenant Thomas Warren to the Dragon; Lieutenant Thomas Dowell to the Bellerophon; Lieutenant James Holman to the Cleopatra, Lieutenant Henry Boys to the Statira; Lieutenant Edward Scobell to the Rolla; Lieutenant Thomas Parry to the Leveret; Lieutenant John Richardson (2) to the Cadmus; Lieutenant Henry Thrackston to the Plover; Lieutenant James Woodward to the Temeraire; Lieutenant Joseph Patey to the Vesuvius; Lieutenant Richard Alleyn to ditto; Lieutenant David Edwards to the Thunder bomb.

Captain Hon. G. G. Waldegrave to command the Thames.

Lieutenant Charles Ryan to the Achates; Lieutenant A. B. Bingham to the Hound; Lieutenant Frederick Wolsted to the Princess of Orange; Lieutenant Blacker to the Port Mahon.

Captain Henry Lambert to the Iphigenia; Lieutenant Robert T. Blackler, to ditto; Lieutenant George Brearly to the Spencer; Lieutenant Henry Byng to the Leveret; Lieutenant Charles Mitchell, son of Sir Andrew Mitchell, to the Charles armed ship; Lieutenant John Carpenter to the Ville de Paris; Lieutenant Robert Stoekings to ditto; Lieutenant J. G. M'Killop, from the Adonis cutter to ditto; Lieutenant Thomas Muston, from the Victory to ditto.

Rear-admiral Tyler is appointed to succeed *vice* Admiral Sir Isaac Coffin, as port admiral at Portsmouth.

Lieutenant James Stone to the Helena; Lieutenant William Mitten to the Alcmene; Lieutenant Samuel Mason to the Hero; Lieutenant Daniel Barber to the Fleche.

Captain George Reynolds, from the Theseus, to the Tribune.

Lieutenant John James Ridge, from the Fly to the Leopard, Lieutenant Edward Benge, from the Hibernia to the Leopard; Lieutenant Bertie Cator, from the Foudroyant to ditto; Lieutenant Henry Lynne, from the Bellerophon to ditto; Lieutenant William Buckle to the Invincible; Lieutenant Charles Thurston to the Thalia; Lieutenant William Normand to the Kite; Lieutenant Thomas Gwillam to the Leda transport; Lieutenant Edmund Nagle, from the Alexandria to the Alfred; Lieutenant Edward Fowle to the Thisbe; Lieutenant Ross Connor to the Cadmus; Lieutenant Robert Lawson to the Hound; Lieutenant Thomas Chambers to the San Rafel; Lieutenant T. Bird to the Niger; Lieutenant W. A. Thompson to the Dragon; Lieutenant William Bissell to the Brunswick; Lieutenant George Edgar, from the Northumberland to the Theseus; Lieutenant William Hathwaite to the Plover; Lieutenant Robert Innis to the Little Belt; Lieutenant Charles Tilley to the Aigle; Lieutenant Henry Davis to the Egeria; Lieutenant Thomas Strong to the Trompeuse; Lieutenant John Biene to the Hyperion; Lieutenant John Loney to the Thisbe; Lieutenant William Thomas to the Myrtle; Lieutenant Thomas

Nicholls to the Achille; Lieutenant Edward Donovan to the Hindostan; Lieutenant William Lloyd (2) to the Zebra; Lieutenant Watkin Evans to the Implacable; Lieutenant Alexander M'Lead to the Medusa.

Captain Ross Donelly to command the Invincible.

Lieutenant Henry Boyce to the Firme prison ship; Lieutenant Richard Meredith to the Hyperion; Lieutenant William Edwards to the Mutine; Lieutenant J. G. Stuart to the Avenger; Lieutenant G. Vine to the Brilliant; Lieutenant Nicholas B. Clements to the Mediator; Lieutenant Samuel Leslie to the Chiffonne; Lieutenant Thomas Woolridge to the Foxhound; Lieutenant B. Molesworth to the Eagle; Lieutenant Hon. A. Tournour, from the Victory to the Diomede.

Mr. John Turner is appointed to be surgeon of the Pomone; Mr. John Irvine to be surgeon of the Audacious.

Mr. William Wilson to be assistant-surgeon of the Hibernia.

Mr. William Walker to be surgeon of the Edgar.

Mr. Charles Bunting to be assistant-surgeon of the Tigress gun-brig; Mr. James M'Connel to be assistant-surgeon of the Neptune; Mr. Wm. Hillman to be assistant-surgeon of the Leopard.

Mr. Lewis Bentley Oliver to be surgeon of the Bustard sloop; Mr. Paul Slade Knight to be surgeon of the Devastation bomb; Mr. John M'Namara to be surgeon of the Triumph; Mr. Charles Carr to be surgeon of the Ardent.

Mr. John Duncan to be hospital-mate at the Naval Hospital at Yarmouth.

Dr. Cairns, late first surgeon of the Naval Hospital at Plymouth, is appointed, by the Lords of the Admiralty, to be surgeon of the Naval Hospital at the Cape of Good Hope.

Mr. John Spark to be surgeon of the Minotaur; Mr. John Saunders to be surgeon of the Rosario; Mr. W. E. Odlam to be surgeon of the Demerary; Mr. Jacob Spencer to be surgeon of the Port d'Espagne.

Mr. John Godard to be assistant-surgeon of the Dragon; Mr. William Aiton to be assistant-surgeon of ditto.

Mr. Richard Tobin to be surgeon of the Nassau.

Mr. John Isbell to be hospital mate at the Royal Hospital at Plymouth.

Mr. James Souter to be assistant of the Sussex hospital ship.

Mr. Woolnough, late dispenser of the Naval Hospital at Madras, to be dispenser of the Naval Hospital at Yarmouth.

Mr. Stevenson Eden to be surgeon of the Hibernia; Mr. Luke Finn to be surgeon of the Woolwich.

Mr. Archibald Robertson to be an hospital-mate at the hospital for prisoners of war, at Mill Prison.

Mr. Patrick Murphy to be surgeon of the Venerable; Mr. William Edmonds to be surgeon of the Iphigenia; Mr. James Hunter to be surgeon of the Rochester prison-ship; Mr. William Jackson (2) to the Africa; Mr. John M'Namara to the Polyphemus.

List of midshipmen passed for lieutenants on the first Wednesday in the present month: Robert Aucell, Hugh Goldsmith, William Pearse, T. R. Naylor, Baskerville Chamberlain, William Murley, William Clark Harris, Charles Samuel White, Caryer Vickery, John Geddes, Thomas Trapps, Henry [illegible], Lewis Davis, Samuel Cross.

BIRTHS.

On Friday morning, the 6th inst. in Caroline-place, the lady of Captain Charles Graham, of the William Pitt East Indiaman, of a son.

On the 25th inst. in Manchester-street, the lady of Captain the Hon. Henry Blackwood, of a son.

Lately, of a daughter, the lady of Mathew Louis, Esq. of the Adelphi, brother of the late Admiral Sir Thomas Louis, Bart.

MARRIAGES.

At Walthamstow, on the 5th of May, by the Rev. Wm. Douglas, prebendary of Westminster, &c. J. T. Timmins, Esq. late commander of the Royal George East Indiaman, to Elizabeth, eldest daughter of R. Anderson, Esq. of Walthamstow.

Lately, by the Rev. Wm. Hawtayne, rector of Elstree, Herts, Captain Hawtayne, of the royal navy, to Miss Elizabeth Stonestreet, second daughter of the late George Griffin Stonestreet, Esq. of Clapham, Surrey.

On the 7th May, in Pall Mall, by special license, Sir John Allen de Bourgho, Bart. of Castle Connel, in Ireland, to Miss Eliza Hall, youngest daughter of the late Captain John Hall, R. N.

Lately, by special license, at Downes, the seat of James Buller, Esq. M. P. Vice-Admiral Sir J. T. Duckworth, to Miss Buller, daughter of the late Dr. Wm. Buller, Lord Bishop of Exeter.

On the 28th of April, James Deans, Esq. captain in the royal navy, to Janet, only daughter of C. Dundas, Esq. of Barton Court, M. P. for Berks. Captain D. is the nephew of Mr. Dundas, and has his Majesty's royal license and authority to take the name and bear the arms of Dundas, in addition to his own.

At Bath, Captain Clarke, of the marines, to Miss Kirkland, daughter of W. Kirkland, Esq of Pulteney-street.

At Calcutta, Captain Yates, of the Hon Company's ship City of London, to Miss St. Leger, daughter of General St. Leger.

At Cloyne, Ireland, Lieutenant Ralph Gore, of the royal navy, to Miss Hay, only daughter of the late A. Hay, Esq. of the 4th Veteran battalion.

In York-place, Edinburgh, Captain Donald Campbell, of the royal navy, to Miss Ann Irwin Douglas, daughter of the late Rear-admiral Douglas.

Mr. W. Carter, master and owner of the Sandwich, at Stockton, to Miss Phœbe Pert: they never saw each other till the evening preceding the nuptials, and the marriage was made up in less than five minutes.

William Butler Laird, son of Admiral Laird, of Strathmartin, in the county of Forfar, to Miss Lloyd, daughter of George Lloyd, Esq. of Manchester.

OBITUARY.

On the 28th of March last, on her passage from Barbadoes, Mrs. Bedford, widow of John Bedford, Esq. late judge of the court of Vice-admiralty of Barbadoes, and brother to Lieutenant Frederick Bedford, of the Royal Hospital at Greenwich.

On the 16th of April, in attempting to capture one of the enemy's corvettes, Captain Conway Shipley, of his Majesty's ship Nymphe. The circumstances, as we have been able to collect them, are as follow:—On reconnoitering the harbour of Lisbon, it was discovered that a very large corvette had taken refuge under the forts on the shore, and was lying at anchor near Balem battery; an attempt to cut her out was projected, and eight boats were manned by volunteers from the Nymphe and the Blossom, of 18 guns; they were headed in this gallant enterprise by Captain Shipley, who was in a fast rowing boat, and consequently took the lead, and was the first to get alongside the enemy, but in attempting to board her, he was unfortunately shot, fell immediately into the sea, and was never seen afterwards; one of the boats' crew was killed at the same time, and a midshipman and two others were wounded. The other boats not being able to get alongside, owing, as we understand, to a strong current of tide that then set out of the harbour, and the unfortunate circumstance happening, the attempt to carry the corvette was abandoned.

On the 2d of May, aged 40, George Gardner, Esq. of Great Coram-street, late commander of the Montreal Danish Indiaman. The death of this gentleman is most sincerely regretted by a numerous circle of friends; his persecutions, in consequence of being captured, have accelerated his death, and left a distressed widow and weeping family to deplore his loss.

On the 2d of May, at his house in Bennet-street, Bath, Admiral John Brown, aged 57.

On the 8th of May, on the coast of North Bergen, deservedly regretted, Capt. E. B. Bettesworth, late of the Tartar frigate.*

Captain Bettesworth had often distinguished himself by his gallant conduct on former occasions, and was severely wounded in the West Indies some years ago. He was the officer who, when commander of the Curieux brig, brought the despatches from Lord Nelson, when in pursuit of the combined fleet in the West Indies in 1805; on which occasion, Lord Barham, then first lord of the Admiralty, immediately promoted him to the rank of post captain.

Captain Bettesworth was lately married to Lady Hannah Grey, sister to Earl Grey, and had just fitted out the frigate in which he has so prematurely lost his life. He was but 23 years of age, and had been wounded twenty-four times before the shot which produced his death. His death is the more melancholy, in consequence of the situation of Lady Bettesworth, who is in a state of pregnancy.

At Teddington, Captain J. Smith, of the royal navy.

Lately was killed on the coast of France, in storming a fort near l'Orient, Lieutenant Cooke, of his Majesty's ship Minerva.†

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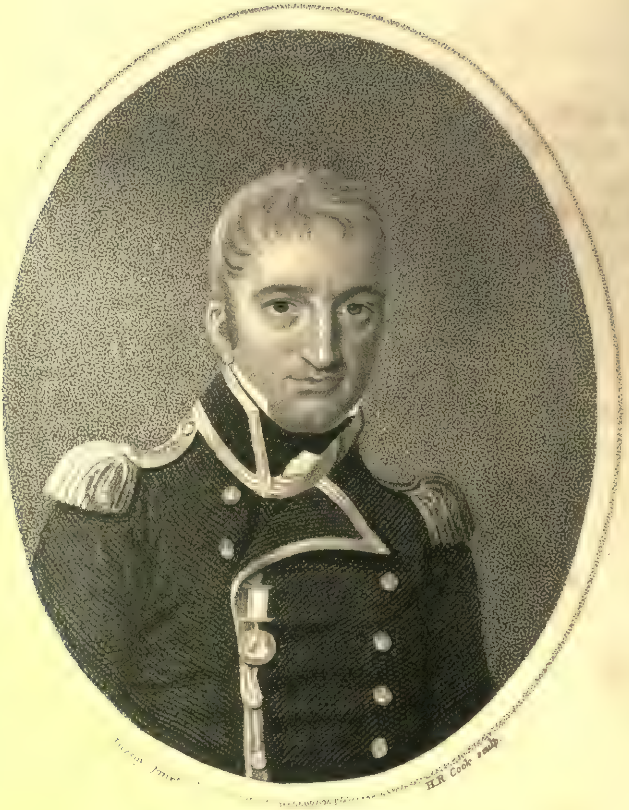
* For the particulars of Captain Bettesworth's death, see page 420.

† Vide page 421.



[illegible] pinx. H.R Cook sculp.

[illegible] CHARLES LYDIARD, R.N.

VIRTUTE ET PRUDENTIA

[illegible] by J. Gold 103, Shoe Lane Fleet Street.

BIOGRAPHICAL MEMOIR

OF THE LATE

CAPTAIN CHARLES LYDIARD,

OF THE ROYAL NAVY.

> " *Si quis id ageret, ut qualis haberi vellet, talis esset.*"
>
> CICERO DE OFF.

WHATEVER is presented to the public on a subject connected with our nautical concerns, cannot fail to be interesting. The proud pre-eminence to which our navy has now attained, deservedly ranks it with our first considerations: our very existence depends upon its welfare; and while the spirit and heroism which actuate its members shall continue, we can have nothing to fear from the united power of our enemies. Under the impression of such sentiments, we anticipate a favourable reception to some account of the life and services of the late gallant and unfortunate Captain Lydiard, who was wrecked in the Anson frigate, and drowned on the Cornish coast, during the tremendous storm on Tuesday the 29th of December, 1807.

In enumerating the various services of this lamented character, we shall not dwell upon those in which he distinguished himself as a junior officer; it will be sufficient to say, that from his entrance into the service, his conduct shed a lustre on his name, which, while it obtained for him the respect and approbation of his superior officers, endeared him to the hearts of his companions in the path of glory.

Young Lydiard entered the royal navy as a midshipman, in the year 1780, in the flag-ship of Admiral Darby, who then commanded the Channel fleet, and from that time served as a midshipman under several commanders, on various stations, both abroad and at home, during thirteen years. In that long period of his servitude, and during the hardships and privations which he was subjected to, his great consolation invariably arose from the reflection, that he had discharged his duties to the satisfaction of his superior officers, whose esteem and best wishes he had always the happiness to obtain. Indeed, his attention to the most minute duties he was called upon to perform, while it afforded to his mind the best and sweetest reward, insensibly enabled him to acquire a superior skill in his profession.

During the two last months of the above mentioned period he did duty at the well-known outpost of Toulon, Fort Mulgrave, together with young Macnamara, a deserving, gallant, but unfortunate officer, who was blown up in the Ardent man of war, in the Mediterranean, in 1794. They entered the service together, and, from a similarity of disposition, became attached in the warmest manner. It might be tedious to mention the many instances of personal valour evinced by them, in the hazardous* and arduous service in which they were engaged: indeed, so highly were their services estimated by the commander in chief,† that they were both promoted the day following the evacuation of that place, and Lydiard was appointed first lieutenant of the Sincere, Captain Shields. He served with this officer until the following October, and his services were distinguished by his success in cutting out vessels from the enemy's coast, when the Sincere was laid up. He then, preferring an active situation, applied to the commander in chief‡ to be removed, and was accordingly appointed a lieutenant of the Captain, of 74 guns, in which ship he served in the two general engagements which followed in the Mediterranean; the Captain being the leading ship in the first engagement.

In July, 1795, Captain Shields obtained the command of the Southampton frigate, and wishing Lydiard again to be his first lieutenant, their joint application procured him the appointment. Shortly afterwards, the command of the Southampton devolved upon that brave and distinguished officer, Captain Macnamara. It was impossible for that discerning officer not to perceive the [illegible] good qualities of head and heart which Lydiard, the early friend of his brother (above mentioned, who was lost in the Ardent) possessed: he sympathised in the feelings of his beloved relative, and his generous heart panted to be instrumental in the promotion of one whose uncommon merit he could so well appreciate. Lydiard, from the well-known gallantry of his captain, and the interchange of sentiment which immediately followed his union with the brother of his early friend, was happy in the prospect which an unlimited cruise offered, under the command of such an enterprizing character. It will be unnecessary to enumerate the repeated dangers which the Southampton faced in this cruise: one never-to-be-forgotten fact will suffice to illustrate the daring and determined character of the commander of this small frigate, who for fifteen days blockaded the French frigates la Vestale and le Brun, with several gun-boats, a convoy to a fleet of corn ships, in the port of Genoa; and notwithstanding the immense superiority of the enemy, it was not until the evening of the fifteenth day, that they had the satisfaction of seeing the whole of them venture out, when the Southampton, by the most skilful management, brought la Vestale and le Brun to action, which was so well maintained on the part of the Southampton, as to cause la Vestale to strike her colours, and le Brun, with the corn ships under convoy (it was since found) for France, went off, leaving la Vestale (whose force was double that of the Southampton) to her fate.

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* In the short period of two months at this fort, the people were [illegible] or more, to almost the amount of the number first sent to it; [illegible] evacuation of the place, there were only five or six (including [illegible] who were of the first party, the rest having been all killed [illegible]. They might be said to have been in continual action night [illegible] time.

† [illegible]

‡ [illegible]

We may readily conceive the pleasure which elated the generous mind of the gallant commander of the Southampton, on seeing the colours of la Vestale struck, and that he had obtained the wish of his heart, the promotion of his brave friend, under circumstances so glorious to himself and his gallant crew: but, alas! his happiness was doomed to be reversed, by the most mortifying disappointment; for, on the moment of hoisting out the boats to take possession of their prize, the fore-mast of the Southampton, being much wounded, went by the board, and la Vestale, taking advantage of this disaster, re-hoisted her colours, and went off before the wind. On this occasion, as well as in every other occurrence of his life, Lydiard proved the superiority of his mind, and amiable disposition, and felt much more for the cruel disappointment of his captain and brave associates, than for himself.—When recovered from their chagrin, the gallant captain and his lieutenant cheered each other, and looked forward to other opportunities of realising their hopes in the service of their country. And it was not long before another glorious one offered, of adding fresh laurels to the wreath they had already woven: that great and truly admirable officer, Lord St. Vincent, then Sir John Jervis, admiral and commander in chief of the fleet off Toulon, in the evening of the 9th of June, 1796, discovered a French cruiser working up to Hieres bay, within the islands, and immediately singling out the Southampton, called her commander on board the Victory, pointed the ship out, and directed him to make a dash at her through the Grand Pass. The Southampton instantly got under weigh, and went in, in view of the entire British fleet, which, with agonizing suspense, witnessed the boldness of an attempt that scarcely any thing but complete success could have justified. The noble admiral, on this occasion, even refused to give a written order for the enterprize; he only said to Captain Macnamara, " bring out the enemy's ship if you can; I'll give you no written order; but I direct you to take care of the king's ship under your command." This enterprize was executed in a most masterly manner, and, as Sir John Jervis's letter expresses it, with " admirable skill and alacrity." It is impossible to do justice to the merit of the officers and ship's company of the Southampton in this achievement. We cannot give a better idea of its formidable nature, than by an extract from Captain Macnamara's public letter to Sir John Jervis, as follows.

" SIR, " *Southampton, off Toulon*, 10*th June*, 1796.

" In obedience to the orders I received from you on the Victory's quarter-deck last evening, I pushed through the Grand Pass, and hauled up under the batteries on the N.E. of Porquerol with an easy sail, in hopes I should be taken for a French or neutral frigate, which I have great reason to believe succeeded, as I got within pistol-shot of the enemy's ship before I was discovered, and cautioned the captain through a trumpet not to make a fruitless resistance, when he immediately snapped his pistol at me, and fired his broadside. At this period, being very near the heavy battery of Fort Breganson, I laid him instantly on board, and Lieutenant Lydiard, at the head of the boarders, with an intrepidity no words can describe, entered and carried her in about ten minutes, although he met with a spirited resistance from the captain (who fell) and a hundred men under arms to receive him. In this short conflict, the behaviour of all the officers and ship's company of the Southampton had my full approbation, and I do not mean to take from their merit by stating to you, that the conduct of Lieutenant Lydiard was above all praise. After lashing the two ships together, I found some difficulty* in getting from under the battery, which kept up a very heavy fire, and was not able to return through the Grand Pass before half after one o'clock this morning, with l'Utile corvette, of 24 guns, French six-pounders, commanded by Citoyen Francois Veza, and 130 men, 25 of whom were killed and wounded.

" I have the honour to be, &c.

" J. MACNAMARA."

Thus returned safe the Southampton, with l'Utile, her prize, to the great joy of the fleet, which heard the roaring of the cannon of the batteries opposed to her during the night; and Lydiard was instantly promoted, and appointed to the command of the ship he had so gallantly captured, to the no little gratification of his captain, and the whole fleet, which witnessed the bold exploit.

Captain Lydiard, after executing various duties in the Adriatic and other seas, was in 1797 ordered home with a convoy, and l'Utile being found unfit for his majesty's service, was paid off in September of that year.

In May, 1798, he was commissioned to the Fury bomb, and was, in the following November, appointed to the command of the Kite sloop, and served in the North Seas until the first of January, 1801, when he was advanced to the rank of post captain, and of course superceded in the Kite.

Upon his promotion, he was not so fortunate as immediately to obtain a command; and with much reluctance retired from those active scenes of professional duty, which his ardent mind led him to wish might be continued in a wider sphere. He lamented also that he should be losing that time, in which he might best serve his country.

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* When Lydiard had secured the ship, and found that she could not be moved from her situation, but, on the contrary, he thought she was approaching nearer to the battery, he was not long in guessing at the cause, nor in finding means to obviate it; but, sword in hand, he passed from stem to stern, searching with his sword (for by this time it was too dark to see any thing) for the hawser which he supposed connected the ship with the shore, and had the satisfaction of soon finding that he had not been deceived, when, by dint of repeated blows, he released the ship from the tie which had been so well contrived on the part of the enemy.

Attached as he was to his profession, and zealous as he ever felt to support and contribute to the honour of his country, he yet felt an impulse of more fascinating power. He was ambitious of emulating those heroes who preceded him, and if possible to excel. These sentiments and feelings originated in just and honourable principles: if he coveted fame, he was no less anxious that he should merit it, and upon no other terms could he be pleased with it. His mind was unalterably fixed, and in no situation was it possible for him ever to swerve from the basis of those principles upon which he was to erect his future hopes, and accomplish the views of his exalted mind. Although for the present he was unemployed, and might be said to regret that he was so, yet was he capable of enjoying the quiet of domestic life, and participating in the pleasures of social intercourse.

In the year 1801 he married an amiable and accomplished woman, and retired to an estate upon the borders of Surrey, where, with his wife, he passed the greater part of each year that he remained unemployed; in the course of which time they were blessed by the birth of three sons. Happy as he was in the bosom of his delighted family, he never omitted at proper intervals his repeated and earnest offers of service in person at the Admiralty. At length, in December 1805, he was appointed to the command of the Anson frigate, and sailed with a convoy * to the West Indies on the 24th of March, 1806, where an opportunity soon presented itself of again distinguishing the gallantry of Captain Lydiard, in company with Captain Brisbane, of the Arethusa, off the Havanna, on the 14th of August, 1806, by the capture of the Spanish frigate Pomona, of 38 guns, and 347 men, and the destruction of twelve gun-boats, each carrying a 24-pounder, and 100 men, forming a line with the Pomona, under cover of a battery mounting sixteen 36-pounders. The formidable force opposed to the English in this action, will evince the determined bravery of the British commanders, who did not hesitate an instant in resolving to attack them in their strong position, and on a lee shore. Captains Brisbane and Lydiard communicated their

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* For his diligent and judicious attention to this convoy, he received the grateful acknowledgments and thanks of the merchants, expressed in the most flattering terms.

resolution to each other in passing, while standing in for the enemy; and the two ships cheered each other, the Arethusa leading. Neither of the British ships fired, until they came within pistol-shot of the enemy's line, when the Arethusa opened a heavy and well-directed fire; in five minutes afterwards the Anson came up, and commenced a tremendous attack upon the Spanish frigate, which soon caused her to strike her colours. She stood the fire of the British twenty-five minutes. Three gun-boats were blown up, six sunk, and three perfectly wrecked in the action. The two frigates then let go their anchors, and soon silenced the fort, while they took possession of their prize. The Spanish frigate had her captain killed, and it is believed that upwards of 200 Spaniards perished in the action: the loss of the British was trifling. The fort fired red hot shot, which set fire to the Arethusa, but was soon extinguished by the judicious exertions of her officers.

On the 15th of September following, the Anson cruising off the Havanna alone, fell in with and engaged a French 84 gun ship, bearing the flag of Admiral Villaumez (which escaped into the Havanna), under circumstances that display the skill and valour of the commander of the Anson in the highest degree. In order the better to explain Captain Lydiard's views in so bold an undertaking, we shall make an extract from his very modest public letter to Admiral Dacres, commander in chief at Jamaica, on the occasion.

> "Yesterday at day-light, the Havanna bearing W. S. W. distant five leagues, discovered a large ship about six miles ahead; all sail was immediately made in chase; the wind being very light and variable, it was one P.M. before we closed with her, and then she was not free from the Moro Castle. After half an hour's action (nearly calm), finding she had not been weakened by a former one, as I hoped *had been the case*, and the ship drifting fast on shore, I was obliged to haul off.
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> "I should be wanting in justice to the officers and ship's company of the Anson, if I did not express to you my strongest approbation of their conduct. I am sorry to add, that we have lost two valuable seamen killed, four dangerously wounded, and nine slightly, the sails and rigging much cut. I have the honour to be, &c.
>
> "CHARLES LYDIARD."

The French ship, they were informed the next day from the Havanna, had twenty-seven men killed and wounded, among whom were three or four officers. She had been dismasted, and parted from her squadron in a gale of wind, about a hundred leagues north of Porto Rico.

Captain Lydiard, on first perceiving the ship to be of the line, and bearing a flag, had hoped she might prove to be the one commanded by Jerome Buonaparte, and, as expressed in his letter, "*that she had been weakened by a previous action*," being under jury-masts, and endeavouring with all possible speed to get into the Havanna. This idea was much strengthened by the endeavours on the part of the enemy to avoid him. The Anson, with all possible sail set, was not able to get up with the Foudroyant before one o'clock, at which time she was so near the land, and so skilfully placed by the pilots from the shore, that it was impossible for the Anson to pass under her stern without getting aground, and being exposed to the fire of the Moro Castle, consequently she was obliged to engage her to windward; the wind being also light and variable, combined to render the nautical skill of Captain Lydiard unavailing.

The Spanish 74, San Lorenzo, with an innumerable host of gun-boats, got under weigh from the Havanna, for the assistance of the Foudroyant, and was in sight during the action.

These circumstances clearly shew the disadvantages under which the Anson engaged the enemy: had Captain Lydiard commanded a ship of equal force, more could not have been done. Indeed, circumstanced as the French ship was, had he met with her in the middle of the ocean, he would have boarded her; for certainly no frigate in the service could be better prepared for such an enterprize: her state of discipline, and the enthusiasm which her gallant commander was so capable of inspiring, was irresistible. No officer in the service appears to have had a better idea of British courage in assault, for his own experience had taught him, that no accumulated numbers can resist its power in manual conflict; and his observations on the success of boarding in general had rendered this mode of warfare, where practicable, his most favourite one. He could well perceive that the naval victory of Cape St. Vincent was accelerated by Lord Nelson boarding two ships; the battle of Trafalgar was facilitated by the Temeraire taking two ships of the line in ten minutes by boarding, in the beginning of the engagement. The re-capture of the Hermione, by Sir Edward Hamilton,* and a renowned list of boat enterprises, all accomplished by boarding, shew plainly what we might have expected, had circumstances been less adverse to the views of the gallant commander of the Anson, in her action with the Foudroyant.

Upon Captain Lydiard's return to Port Royal after his action, as above stated, he had the honour of publicly receiving the compliments and thanks of the admiral, upon the quarter-deck of the flag-ship, for the singular boldness, skill, and address which he had displayed.

No sooner had the Anson been refitted, than she was again selected, with three other frigates, under the command of Captain Brisbane (as commodore), of the Arethusa, to reconnoitre, and if possible to sound the minds of the inhabitants of Curaçoa, upon the suggestion of an alliance with this country: but the gallant Brisbane, and his equally gallant partner in this expedition, soon formed a plan for curtailing this mode of proceeding, and determined at all risks, by a *coup de main*, either to capture the island, or to perish in the attempt. With this resolution, having arranged their plan of attack, they proceeded in their course for the island, and reached the entrance of the harbour just at the dawn of day, on the first of January, 1807.

In order to inform the reader, who may not be acquainted with the amazing strength of Curaçoa on the sea face, we shall give some account of the difficulties which they had to contend with; and at the same time shall avail ourselves of such statements of the facts, as the different official, and other communications upon the subject, will furnish us with.

The harbour was defended by regular fortifications of two tier of guns, Fort Amsterdam alone mounting 66 pieces of cannon; the entrance only fifty yards wide, and so circumstanced, that it is impossible for a ship to return by the same wind that takes it in. Athwart the entrance of the harbour was the Dutch frigate Kenaw Hatslau, of 36 guns, and Surinam, of 22 guns, with two large schooners of war: a chain of forts was on Misleberg commanding heights, and that almost impregnable fortress, Fort Republique, within the distance of grape-shot, enfilading the whole harbour. The cool determined bravery of British seamen perceives obstacles only to surmount them, and with this determination the squadron entered the harbour. The Arethusa, Captain Brisbane leading, followed in close line by the Latona, Captain Wood, Anson, Captain Lydiard, and Fisgard, Captain Bolton. When the headmost ship got round the point of the harbour's mouth, the wind became so unfavourable that she could not fetch in; but to return was impossible: it was too late. What a trying moment! At that instant, however, there came on a squall, in which the wind shifted two points in their favour, and they proceeded close together.

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* *Vide* NAVAL CHRONICLE, Vol. V. p. 5.

The enemy were panic struck at such unexpected gallantry, and all was confusion. A severe and destructive cannonade now commenced, and the Dutch frigate was boarded by Captain Brisbane, when the Latona instantly warped alongside and took possession, and Captain Brisbane proceeded to the shore. The Surinam was boarded from the larboard bow of the Anson, while her starboard guns were firing at the batteries; and Captain Lydiard, upon securing the Surinam, went directly on shore, and landed at the same moment with Captain Brisbane: immediately debarking their respective officers and ship's companies, they proceeded to storm the forts, citadel, and town, which were by seven o'clock completely in their possession, and at ten o'clock the British flag was hoisted on Fort Republique. Captains Brisbane and Lydiard were the two first upon the walls of Fort Amsterdam: indeed too much cannot be said in praise of the almost unparalleled bravery displayed by the officers and men of all the ships on this occasion. It may be truly said to be "perfectly in union with every thing glorious in the past, and an example of every thing glorious to the future." The loss of the enemy amounted to about 200 killed, while our loss consisted only of three seamen killed and fourteen wounded. The Dutch commodore fell early in the action, and the captain of the Surinam was mortally wounded, the first lieutenant severely, besides many others.

Captain Lydiard sailed for Jamaica with the prisoners, amounting to 300, and the captured colours, and arrived safely on the 10th of January, to the pleasing astonishment of the commander in chief, who had calculated that no less a force than ten sail of the line and ten thousand land forces would be necessary for the capture of an island which had been subdued by so trifling a force as bore no comparison to it. The gallant participator in this glorious event was instantly sent home with the despatches relating to it, and the captured colours, and arrived at the Admiralty on the 21st of February, 1807. Upon his arrival, he was hailed by his grateful countrymen with every demonstration of respect, and afterwards had the honour of an introduction to his sovereign, from whom he experienced peculiar attention. Captain Brisbane was knighted, and each captain was presented by the king with a medal, in honour of his superior merit, and the services which he had rendered to his country.

Captain Lydiard had permission for the device of the medal to be inserted in his arms, and to descend to his heirs. The Board of Admiralty also thought proper to express their thanks for his gallant and spirited action with the Foudroyant; and, on account of the capture of the Pomona, and the taking of Curaçoa, the Patriotic Fund at Lloyd's were pleased to present him with one hundred guineas, for the purchase of a piece of plate.

The Anson was ordered by the Admiralty to return to England, and Captain Lydiard to resume the command. Upon her arrival at Plymouth, he instantly joined her, and was received by his brave officers and ship's company with every mark of joy and respect. Nothing could be more grateful to the feelings of this meritorious officer than the public testimony of regard shewn for him by his gallant ship's company. His attention on all occasions to their comfort and welfare, taught them to consider him as their common father; while his example in the most zealous attention to his duty, inspired them with sentiments favourable to that state of discipline which the Anson had acquired, and which no ship in the service ever surpassed.

The Anson, after such a series of services in the West Indies, was necessitated to undergo a thorough repair; on which occasion, the want of men for the different ships in that port subjected him to the mortification of seeing his brave crew drafted into other ships, and of being supplied with landsmen and others, in every respect the reverse of those he had lost.

The Anson was now ordered for Channel service, and stationed off the Black Rocks. Her rendezvous, in case of necessity, was Falmouth, where she had frequently taken refuge in tempestuous weather. Her commander had often regretted that she was appointed to such a station, being a bad sea boat. She had been originally a 64, and was cut down; but carried the same masts, rigging, and sails, as when a line-of-battle ship. She rolled very deep, and was by no means calculated for such a station. She was, however, as Captain Lydiard had frequently expressed, a famous fine weather man of war; and her weight of metal, in his mind, still kept her equal to an enemy of her original class.

We are now come to that period of the life of our heroic commander, when all the hopes which he had fondly entertained, from the brilliant career he had already run, of his future success, and of the advantages which his country had reason to expect from him, were, alas! extinguished.

For the following account of the loss of the Anson, we have taken the best information of the particular circumstances, that we could collect from the survivors, and more especially from Captain Sullivan, who was a volunteer on board the Anson.* We have also been made acquainted with several articles respecting the melancholy catastrophe, by Captain Lydiard's steward, who was more immediately about his person, to the last moment of his existence.

"On the 27th of December, 1807, cruising off the Black Rocks, and perceiving the approach of a gale, kept a look out for the commodore in the Dragon. The next morning (Monday), the gale increasing from the S.W. and not perceiving the Dragon in in any direction, at 9 o'clock shaped our course for the Lizard, with a view of getting into Falmouth. At 12 o'clock all hands upon deck, the sea running very high, two bow ports on the starboard side, washed away by the violence of the sea, also a port abreast the main-mast, by which means she shipped a great deal of water. The captain sent for the master at this time to determine the situation of the ship, and at half past 12 o'clock or thereabout, land was seen about two miles distant, but, from the extreme thickness of the weather, we could not ascertain what part. Captain Lydiard ordered the ship to be wore to the S.E. not thinking it safe to stand in any nearer under such circumstances of weather. Soon after one o'clock the master wished him to run in again and make the land, which was supposed to be the Lizard, and that if we could make it out, we should get into Falmouth. Captain L. asked if it could be done without risk; he (the master) said he thought it could. The ship was then wore, but the weather still continuing thick, we had a cast of the lead, and having twenty-seven fathom, we were convinced we must be to the westward of the Lizard, and immediately wore ship again, and made all sail. Soon after three o'clock, as the captain was going to dinner, he looked out of the quarter gallery, from whence he saw the breakers close to us, and the land a long distance a-head. The ship wore instantly, and Captain Lydiard's mind made up to come to an anchor; for had we kept under weigh, the ship must have struck upon the rocks in a few hours. The top-gallant-masts were got upon deck, and she rode very well until four o'clock on Tuesday morning, when the cable parted. The other anchor immediately let go, and the lower yards and topmasts struck. At daylight the other cable parted, and we were then so close to the land, that we had no alternative but to go on shore, when Captain L. desired the master to run the ship into the best situation for saving the lives of the people, and fortunately a fine beach presented, upon which the ship was run. Shortly after she struck, the main-mast went, but hurt no one. Captains Lydiard and Sullivan, with the first lieutenant, were resolved to remain by the ship as long as possible: many people were killed on board; the first lieutenant and a number of others washed overboard. It was the captain's great wish to save the lives of the ship's company, and he was employed in directing them the whole of the time. He had placed himself by the wheel, holding by the spokes, where he was exposed to the violence of the sea, which broke tremendously over him, and from continuing in this situation too long, waiting to see the people out of the ship, he became so weak, that, upon attempting to leave the ship himself, and being impeded by a boy who was in his way, and whom he endeavoured to assist, he was washed away, and drowned." Thus perished this gallant officer, to the sincere regret of all who had the happiness of knowing him.*

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* This gentleman was the particular friend of Captain Lydiard, whose first lieutenant he had been in the different services performed in the West Indies, and was promoted on the taking of Curaçoa.

His servant had repeatedly entreated him to leave the ship, which he as often refused to do, while he thought his exertions could be instrumental in the preservation of the lives of any of his ship's company.

This unfortunate officer might truly be said to have sacrificed his life to the high sense of duty which at all times, and on all occasions, determined his conduct. The great fatigue which he had undergone, from want of rest, and continued exertion during the night and day preceding the fatal event, had much weakened him: and although his indefatigable mind bore him up to the last moment, his bodily strength was too much reduced, by such incessant exertion, to equal the effort necessary for the preservation of his own life.

The writer of this memoir of the life and services of his revered friend, has, from a long intimacy, and constant correspondence of almost twenty years duration, been enabled to offer this slight tribute of sincere respect to his memory; in which, however, he has availed himself of that information which public statements of his friend's various and gallant exploits in the service of his country have brought to his knowledge, as well as those instances of private worth and nobleness of mind by which he so truly attached his friends. Captain Macnamara, in his generous testimony of the merits of his invaluable friend, concludes with the observation, that he is most confident that no man ever lived to surpass that gallant officer in public or private honour and goodness of heart.

Captain Lydiard's body being found, was interred with military honours at Falmouth, attended by Admiral Sir Charles Cotton and General Spencer, with all the naval and military officers of the expedition at that port, the captains of packets, the mayor and corporation of the town; and was afterwards removed to his family vault in the parish church of Haslemere, Surrey.

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* For a further account of this distressing event, see page 53.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

GALLANT ACTION OF THE BOATS OF THE EMERALD FRIGATE.

A LETTER from Plymouth, dated March 21, 1808, records the following interesting particulars:—

"On the afternoon of the 14th instant, as the Emerald frigate was standing along the coast of Spain, on her way to the squadron off Ferrol, she discovered a large French schooner coming out of Vivero. All sail was immediately made in chase; the schooner, on discovering the frigate, put about and returned to Vivero, and ran on shore at high water, under the protection of two batteries. Captain Maitland immediately hoisted out his boats, and sent them to take the batteries and destroy the schooner, under the orders of the first lieutenant (Burton), with the assistance of the marine officers, the marines of the frigate, and a party of seamen volunteers. They landed and took possession of two batteries, the one having eight 18-pounders, the other seven 9-pounders, without any loss; they spiked the guns, and then went on to the schooner, which was about two or three miles off; one of their boats had gone on to take possession of the vessel, which they did without any difficulty, the Frenchmen having left her: and another boat, with a party of men under the command of Lieutenant Smith, took possession of a fort on the other side, that was firing on them, so that they had complete possession of three forts and the schooner, with only one or two men wounded. On the first lieutenant getting to the vessel, he found her fast on shore; but supposing the tide to be flowing (in which he was unfortunately mistaken), he sent one boat to the frigate for an anchor and hawser, hoping, as the tide flowed, to be able to haul her off. This gave time for the inhabitants, assisted by the crew of the vessel, to collect in great numbers; and night coming on, they attacked the schooner most furiously, under cover of the bushes and rocks, and from the heights, much above the schooner, which gave them every advantage. Our gallant fellows thought it best to stay by the schooner (for had they landed, they would have been overpowered by numbers), and wait for the tide floating the vessel off. It would have been well if they had destroyed the schooner at once, and returned to their ship; but I am truly sorry to say, that an over-anxiety to get her out caused the loss of some brave men. Nine fell on board, and fifteen were wounded, all by musketry, from fellows they could not see: when finding no hopes of getting the vessel off, they set her on fire, and returned to their ship. The lieutenant who commanded the party, with the two officers of marines, are among the wounded. The poor fellows who were killed found a grave in the ashes of the schooner, which blew up soon after our people left her; and thus ended a most gallant, but unfortunate expedition.

"The schooner proved to be a national vessel, mounting fourteen carronades, from the East Indies, bound to Bourdeaux. She had been at Vivero since December; and when the frigate saw her, was intending to finish her voyage. She had on board several things of value, and some cash. Before she was set on fire, our people had leave to plunder, and some of them, I am told, got cash and articles to a large amount. The next day the gun-boats came out to attack the frigate, but were completely put to the rout; several of the shot struck the Emerald, but I am happy to say, did no material damage."

BITE OF THE SEA SNAKE.

The following article, copied from the *Calcutta paper*, to the editor of which it was addressed, is well deserving of attention:—

SIR,

The accompanying communication, from my friend, Dr. Meek, I request you will publish as soon as convenient. It is of importance, as affording a testimony against the generally received, but erroneous opinion, of the innocence of water snakes, and may serve as a useful caution to those who may have entertained a belief of their being harmless. A dog was some years ago bitten near Goa by a sea snake, and the bite proved mortal.

Bombay. Your obedient servant, G. KEIR.

"DEAR KEIR,

"A melancholy proof against the too prevalent but mistaken idea of the harmless nature of the common sea snake, has been clearly evinced in the following fatal occurrence, which took place in this vicinity a few days ago, which I deem it expedient to communicate to you, with the view that it may be rendered public, should you consider it of sufficient importance. Early in the morning of the 24th ult. a stout young man, about 22 years of age, a *mucqua*, or fisherman, belonging to Poodiangurry, a small village in the neighbourhood, about two miles from the shore, about 9 A.M. upon hauling in his net, found a common sea snake entangled in it. He seized the snake by the back to disengage it from his net, conceiving it perfectly harmless, when it instantly bit him on the point of the middle finger of the right hand; he threw the snake into the sea, and thought nothing of the bite. He came on shore about an hour afterwards, when he complained of a slight pain in the affected finger, and which extended along the inside of the right arm. He walked home, about half a mile from the beach, but, towards the latter part of his journey, complained of giddiness and a weakness in his loins and lower extremities, and was obliged to be supported by his comrades the rest of the way.

" Soon after he reached home, his friends procured a native doctor of his own cast to administer to him; but even then, neither the person who was bitten, nor any of those around him, possessed the most remote idea of danger, or in fact that any serious consequence was likely to result from the bite.

" About three P.M. he complained of very great pain in the wounded finger and all along the right arm; shortly after this, the upper and lower extremities were seized with violent spasms, accompanied with giddiness, nausea, vomiting, and a dimness of sight. Towards night all these symptoms increased, attended with great restlessness, and excruciating pain in the right hand and arm. About two o'clock on the following morning, he became *comatose*, and was occasionally seized with convulsions, until he died, which was about 24 hours from the time he had been bitten. At eleven A.M. of the 25th, his friends called on me for assistance, when I immediately accompanied them, but much too late, for the unfortunate man appeared to have been dead some time.

" The native doctor who attended appeared to have done little else than besmear the body with oil and wood ashes, and apply the warm blood of a young fowl to the affected finger. On inspection, there appeared upon the point of the middle finger of the right hand, a mark just sufficient to shew that he had been bitten, but no swelling about the finger, hand, or arm, nor were the axillary glands of the right arm at all enlarged. There appeared a much greater degree of rigidity about the body, for so recent a corpse, than I ever recollected to have seen, but no diseased enlargement of the body. Upon examining the people who were in the boat with the unfortunate sufferer, they all declared having seen the snake, and that it appeared to them to be exactly of the same kind as they are accustomed to see numbers of daily, when employed fishing, but never, until the present, has an instance been known amongst them of any serious consequence following from the bite of these snakes.

"*Twelve P. M. of the 30th.*—Just as I finished the above account, another case was brought on shore from one of the boats to my house. The man had been similarly employed, and was bitten on the back of the fore finger of the right hand, about one hour before he was brought to me; the wound was very distinct, but as yet unattended with material pain. Knowing the fate of his friend a few days before from a similar accident, he laboured under great agitation and alarm. I placed a tight ligature upon the arm, scarified freely the wounded part, and rubbed it smartly for some time with a strong solution of lunar caustic, administering liberally the spirit *ammonia* internally. He suffered very severe pain in the affected hand, from two o'clock until about six, but towards night this pain moderated, and the medicine he had taken threw him into a most profuse perspiration; about ten o'clock that night, as there appeared no symptom indicative of the poison having entered the system, I left off the medicine, and found him next morning quite well, though weak; from which circumstance I feel rather disposed to believe, that in this case the remedy I had recourse to, combined with his own fears, was perhaps more the cause of his suffering than the effect of any deleterious matter deposited in the wound. The snake was described to be of the same kind with the former; but much smaller. Your's sincerely,

"*Calicut, 7th July*, 1807. "S. MEEK."

NEW LIFE BOAT.

A LIFE-BOAT, upon a new construction, was recently launched at Lowestoff. The wind was at the time about south-east, which continued increasing while the boat was at sea, with heavy and incessant rain. After sailing in various directions, she reached the north end of Corton Sand, upon which the sea and surf ran very high. The utility of the boat was eminently shewn in turning the whole length upon the sand without shipping any water. W she came off the sand, the plugs were taken up, and the fered to rise as high as the air-casks, which were lashed boat, would allow. She then stretched under a press Packfield; the water with which her bottom was filled, pear to retard her progress. There were sixteen persons in the boat, including some gentlemen who had volunteered their services. Though all of them got over to the leeward side, and some of them stood on the gunwale, yet from their weight, the press of sail, and the plugs still open, her side was not depressed, nor did the water within increase. On her return near the shore, she was by means of buckets completely filled with water, and the intention was, whilst in that state, that she should receive as many persons on board as was possible. On account of the storminess of the day, no boat could go off from the beach, but four persons from another vessel were taken in. It is calculated she would have carried fifty persons with safety, when quite full of water. In the melancholy cases which are frequently occurring on the coast, there is every reason to conclude, that by means of this invention, many lives will now be saved, which would otherwise be lost. The seamen, too, will be enabled to render their assistance, on occasions when vessels are exposed to the greatest difficulties and danger, with a confidence and security to which they have been unaccustomed. The boat has an iron keel, which served her for ballast, with a contrivance of casks, placed at her bottom, to be filled with water when necessary to increase her ballast. Other air casks, for the purpose of buoyance, and to prevent her sinking, although filled with water, are fixed round her inside. She has also projecting gunwales, with concealed air boxes, and cased with cork.

HISTORICAL HINT TO MODERN SHIP-BUILDERS.

In 1574, Henry III. of France (who had been elected King of Poland), returning to take possession of the former crown, which devolved to him on the death of Charles IX. his brother, visited Venice in his way to Paris. On this occasion, the senate prepared an entertainment for him at the arsenal. On the king's entrance, and before he sat down to table, he was shewn an empty dock, in which men were set to work to construct a galley within his sight. They proceeded with so much diligence and expedition, that before the king rose from table it was finished, and a discharge of cannon made from it upon the king's drinking prosperity to the republic.

FOLKESTONE HARBOUR.

The directors of Folkestone harbour have adopted the smaller plan of their engineer, which will contain about twenty-four acres at high water; this will completely accommodate the trade of the town, and afford shelter for coasting vessels. At Folkestone, where the coast is much exposed to south-west winds, circumstances are particularly inviting to the means of protection; for the cliffs, which are principally composed of clay, including many regular strata of hard stones, have, in the lapse of years, been washed down and decomposed, so as to leave immense quantities of loose rocks, so deposited above the level of low water, as to mark out the foundation for piers of any extent that may be desirable, and to furnish on the spot materials of excellent quality for building them substantially at the least possible expence. As the rocks have generally been regularly stratified, it is the intention to take them in the state they are found, and place them in the piers without any workmanship or mortar; selecting those most regular in their form for the front of the walls. The work was to be begun on or before the first day of May.

CORRESPONDENCE.

PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

Letter V.

SIR,

NO appointment or promotion ever gave me so much pleasure as that which removed me from the painful, though, unfortunately, necessary duty of superintending punishments at the gangway. I know no other office in Britain which gives so weighty a charge, attended by so unpleasant an employ. To have to hear a cause, to pass the sentence, and then to attend its execution, form no trifling combination of circumstances to weigh heavy upon a reflecting mind. Clear from this weighty charge myself, I would willingly assist others who have not yet had much experience in it; but here again I must recommend that study of human nature, the deficiency in which I lamented in my last letter. It is the knowledge, the difficult knowledge of *self*, which is first requisite. Previously to punishment, or even determining a complaint, it is necessary to be quite certain that no trace of anger or passion remains, none of the irritation which perhaps had been excited at the time the fault was committed. The examination therefore into the merits of the case should be, in the first place, deferred for some little time, and the execution of the sentence still longer; the latter certainly till the night had admitted of the friendly consultation of the pillow.

I believe it will be found, on inquiry on board any well regulated ship of war, that although at the end of a given time it may appear that a great many dozen lashes have been inflicted, most of these have been repeated on a few hardened unfeeling individuals; but that the far greater number of the ship's company have escaped the disgrace of flogging; and I believe it will also appear, that these are the most valuable seamen. It is not the fear of pain that operates upon these hardy seamen, of danger, or of wounds, but the nobler fear of shame; and from these remarks it is evident that the cat-of-nine-tails is made for the few, and not for the many. A consoling and useful conclusion. It is certain that much benefit has often flowed from judicious and well-timed chastisement: but I believe that, in proportion to those who never receive corporal punishment to those who do, the well-judged pardon of a fault has a still more evident advantage. So much depends on the knowledge of the character of the individual liable to punishment, and of the prevailing habits of the crew with the local circumstances of the ship also, that no general rule can properly be laid down: but I believe it should be nearly a general one, that no man should be flogged for a first fault: a free pardon, or a conditional reprieve, may take place according to circumstances, the former if possible; though the disposition of the culprit may render it expedient to "keep the rod in pickle." The effect of chastisement on different characters is very great: one will labour hard to ward it off; but having once received it, will care little how often it returns. This man must be met, by a contrivance to make him labour in some way which shall amount to a punishment; but care should be taken not to make the infliction cheap by frequent repetition, even on the back of such a wretch as this. I have known (a rare case) where one chastisement has stopped a man in his career of vice, and made him good ever after: but there are men, who when once corporally punished, never hold up their heads after, but desert as soon as possible: these are cases where pardon should have taken place. So vast has been the improvement in discipline since I have known the service, that I trust the days are not far distant when the *cat* will grow into disuse. There is now a greater degree of decency of manners introduced into the messes, dress, and conduct of a seamen than formerly. This has been brought forward and promoted by some judicious officers, the internal regulations of whose ships reflect the highest honour upon them. It is by the encouragement of this decency that we must advance one step farther towards improving their morality; and upon this, every reflecting mind will observe the ease with which higher and more important principles may be grafted. The follies and vices peculiar to, or rather predominant in seamen, is their inordinate love of liquor, the habit of blaspheming, and the foolish and extravagant waste of their hard-earned wages. It is necessary, Mr. Editor, to make allowance for the peculiar circumstances of these frail sons of Adam, and mitigate, though not excuse, their errors. I mention them only to express my hopes that they may be diminished, and at length, I trust, worn out. That a man who is kept, for several years, without a shilling to spend, unless he sells his clothes and provisions, should know little of the value of money when he gets it, is not wonderful. When a ship's company has been in the habit of being paid wages every six months, we do not see that extravagant waste which appears where five or six years' wages are received at a time. Small payments therefore, or advances made to the men now and then while abroad, would tend greatly to their comfort, and diminish the waste, and consequent depravity which attend long payments. In the same way, the tiresome confinement for years within the limits of a ship, makes the seamen ignorant of the true use of liberty, and what they have been long deprived of, they use with folly and intemperance. More frequent liberty to be on shore would therefore much lessen this enormous evil; and if the magistrates of our great sea-port towns would do their duty with respect to granting licenses, and keep the *bad houses in better order*, much assistance would be given. I think there is somewhat in the present times well calculated for seizing occasion to improve the moral character of that truly valuable body of men I am writing about. Habits of thought and inquiry have enlarged their reasoning powers, and we have now upon the whole a superior kind of being to manage and instruct. Throughout all ranks, I believe, the late and present awful periods have produced much serious thought, and we have made some small approximation towards being christian heroes. I have not here room to enlarge on this important point, but conclude with an observation upon the profane swearing so justly charged against us. This vice, thank God! is rapidly on the decline among the officers: that it ever obtained practice among them at all, must have been owing to the instantaneous obedience to orders, so often requisite to the safety of the ship. Haste prevents reflection, and habit confirms the fault. But this habit, so rapidly shaking off by the officer, will in time, from his example, leave the seaman. Teach the latter that he may say that he wishes d——n to his shipmate till he wishes it in earnest, and he will soon leave off the expression. Prevent the petty officers from swearing at the men, and they may soon be taught to leave off swearing at each other. These are serious subjects, Mr. Editor, and I wish I could handle them as they deserve.

I remain, Sir, yours, &c.

A. F. Y.

* * *

ADMIRAL CORNWALLIS.

THE following letter we have received from Admiral Cornwallis, and, by inserting it, gladly embrace the present opportunity of correcting an erroneous statement respecting that gallant officer that appears in our fifth volume (page 397). He may rest assured, that nothing could have been farther from our intention than to be the means of giving publicity to any account tending to throw the slightest imputation on the character of so brave and worthy an officer, who will at all times find the NAVAL CHRONICLE more disposed to sustain than to detract from the merits of the great bulwarks of our navy.

MR. EDITOR,

" The NAVAL CHRONICLE, in giving an account of the passage home from Jamaica of Admiral Thomas, afterwards Lord Graves, in 1782, states, from what is there called authentic, that the Canada (which ship I commanded) ran away from his sinking ship, with all her speed. I never heard of such a statement until I saw it in the above work. To make it still stronger, the authentic account says, upon her arrival in England, the news was presently sent over to France; their privateers immediately put to sea, and took many of the disabled ships! This is pretty far fetched to be sure! It appears by the account, that Admiral Graves, after he had burnt his ship, arrived at Cork, in the Belle, nearly as soon as the Canada arrived at St. Helen's, and one of the merchant ships of the convoy anchored at the latter place the same day. If Admiral Graves had really thought that a ship under his orders had acted as it is there represented, it would have become his duty as an officer, and as a man, to have had the matter inquired into; but it is probable, for many reasons which I forbear mentioning, that it might not have been convenient to him to have had the whole proceedings in that passage investigated. As long as it was light enough to see the admiral's ship from the Canada, on the evening of the 16th of September, 1782, the Ramillies had her main-top-sail and courses set, the wind blowing strong in our teeth, with every appearance of a hard gale coming on. I did not like to take any step for the security of the masts or ship whilst the admiral's ship was in sight carrying so much sail; but as soon as it became so dark that she was no longer visible, all the sails in the Canada were handed, except the foul-weather mizen-stay-sail, and the fore-sail, which last was kept on the ship because we had received provisions from the Centaur that morning, and had not been able completely to get up to our stowage during the day. The fore-jack, however, very soon gave way, and that sail was handed also. If it had been my wish to part company with the admiral and convoy, many opportunities offered, one in particular but a few days previous to the gale, when I left off chase, because the weather became thick; guns were heard, which I believed to be signals of recall, and it proved I was not mistaken, though those upon the look-out on board the Canada were positive the signals were made to the ships under convoy. I had, and I believe I have now, a letter from Lord Rodney, acquainting me he would direct Admiral Graves to order the Canada to make the best of her way to England, after the convoy had passed the gulf of Florida; but as I did not believe his lordship had done so, I said nothing to Admiral Graves on the subject, but determined to use my best endeavours to keep company the whole way. The Canada had been surveyed at Jamaica, was in a very rotten state, and sent home on that account. I believe her having been caulked between wind and water, and coppered higher up just before she sailed, caused her preservation. Two pumps were constantly going in foul weather, and her leaks frequently gained upon those pumps. I recollect walking the deck a whole middle watch, having sent the lieutenant down to attend the chain pumps.

The admiral's ship was not seen from the Canada at daylight, after the dreadful night we had experienced, though several others were. Knowing in what direction she must be, from her distance a-head at night, and the sail she then carried, the storm-stay-sails were set, to shoot up; and in two or three hours she was seen, at which time it began to blow very hard: again the Canada crossed the Ramillies, and then steered the same course, with the main-yard lowered down, and without any sail. A pretty large sail was then set upon the foremast of the Ramillies, and as no signal was made, if there were at that time any defects in the hull of the admiral's ship, it was not known on board the Canada, which ship had defects enough to make it desirable to those on board to have ships in company. The sea was very high, and about two o'clock next morning the Canada rolled away her fore-top-mast: she had then only her two lower masts standing. In the morning, at daylight, no ship was seen; and no sail had been set, or was set, until about four o'clock in the afternoon, when a sea having struck the counter with great violence, and stove some part of the plank, a top-gallant-sail was hoisted a little way upon the foremast; such sails were occasionally hoisted upon the two lower masts, and no others were set for several days. The ship was laid to one whole day with a fair wind, because I thought she strained less than in running before a heavy sea. Yet the authentic account says, "*the Canada pushed on with her greatest speed for England!*" There must have been some pains taken in those jesuitical expressions. It is canvass that gives speed to a ship; but as none was set on board the Canada, it was not convenient to mention what occasioned her to *run at such a rate*, or what *pushed her on at the greatest speed*, or in what way she was enabled to *use her utmost speed.* The rendezvous, Missen Head, Ireland, was made in very bad weather; and the ship hauled close round Scilly, to avoid a large fleet of ships of the line.

I presume, if it is thought proper to publish the account Admiral Graves or any other person gives of himself, a reflection upon another ought not to be allowed; particularly in this case, where he had the power of inquiry. The five lieutenants of the Canada are, I believe, living: Captain L. W. Halsted was one; the two senior, and two junior, are still upon the lieutenants' list. W. C.

REMARKS ON THE PARLIAMENTARY DUTIES OF NAVAL OFFICERS.

LETTER II.

SIR, *April* 30, 1808.

I HAVE often, in conversation among officers, heard it advised to "get into parliament, and then you may have what you please," and I have also heard it determined "to *purchase* a seat in parliament," whenever it could be done, "in order *to get on*, to have a *good ship*, a *good cruise*," &c. &c. I confess this light way of speaking of getting made a member of the British parliament has always made me feel uneasy; while the idea that the dearest privilege of a Briton, his birthright, his distinguishing characteristic above other nations, *could be purchased*, filled me with indignation, sorrow, and disgust.

Let me seriously recommend to those who wish to be enrolled in the list of members of parliament, to consider the probably disgraceful consequence to themselves, and the possibly fatal one to their country, which may ensue from this light and *selfish* way of thinking, or rather *acting*. In the mere circumstance of purchasing a seat in parliament, consider how many moral and political evils are combined. It *avowedly*, as well as *certainly*, encourages *corruption*, almost as certainly *perjury*, and most *assuredly* abundance of *moral depravity*.

Is there a man of honour in the navy who would *sell* his vote? His character of a man of honour answers, "certainly not." Will a man of honour then encourage another to do what honour forbids him to do himself? Surely this question must be answered as the former was. "He that toucheth pitch will be defiled;" and as certainly, he who at all meddles with corruption, except with an intent to destroy it, incurs a risk which a man of honour will shudder at. I believe the inference I draw is a just one.

The honour of an officer should be as unimpeachable as the chastity of Cæsar's wife, and when he is concerned, directly or indirectly, with a *corrupt* or *dishonourable* transaction, his character must in some degree be implicated.

In my political creed, Mr. Editor, this evil must certainly result from meddling with those boroughs whose voters are so lost to their own characters, or to every sense of public spirit, as to dispose of their votes for money or any self interest whatever; or from *accepting* a seat from a peer, which is perhaps the most direct and serious attack on the British constitution that has been or can be made. When I see respectable officers involved in either one or the other of the foregoing situations, I must conclude, either that they have not given the matter serious thought, but have voted like others, and as a thing of course; or else, after consideration, do not think of it in the same light as I do. It can however do no harm to bring the subject under consideration, as it is certainly of sufficient importance to merit ample investigation.

My own walk through life, Mr. Editor, has been at a distance from parties and politics; but every man in this country will talk about them and the principal actors engaged. Of course I inquire now and then how the votes of my old naval acquaintances go in the two houses of parliament. Sometimes I hear that "A always supports the minister," or that "B always goes with the opposition," or "with the gentlemen opposite." Now it is *possible* that A may have always thought with the minister, and B may have thought differently, though it is not very *probable.* But I don't like to hear such language made use of with respect to any gallant and honourable officer, or that he should for a moment appear to be led by any man whatever, to give a vote contrary to his *own full conviction.* I always hear it asserted, that officers in parliament are considered as so many staunch supporters of the minister's measures: I most certainly recollect many particular instances where it has not been so; but what I mention is a common opinion, for which I wish there could be no possible ground. Nay, it is not long since I heard the officers in parliament put upon a footing with the bench of bishops, as sure men to vote as they were bidden. The light way in which a seat in parliament is frequently mentioned, as I observed in the beginning of this letter, gives, I must confess, a plausibility to the idea, which I should otherwise entirely discredit. But let us now consider, in what way officers (in commission) can possibly do their duty in parliament, and I am mistaken in their character, if, upon consideration, they would occupy any situation in which they could not do their duty effectually. If they attend parliament, they run a risk of their ships being employed in some active and brilliant service while they are ashore, and at least are obliged to leave their ships under the charge of *acting captains*, which is never a pleasant thing to good officers. Should an officer merely take his seat, and then go to sea, it follows that he must have taken that seat merely for his own personal advantage, and not at all for the benefit of his constituents. Is it possible, however, that an officer, who, with such conscientious and rigid attention, forms his judgment when member of a court martial, should *lightly* undertake the office of legislator to a great nation, where the votes given are of so much more importance? Yet are there not officers, who are members of parliament, and for places of much consequence from their commerce and population, who scarcely ever attend their duty in the house, though they avail themselves carefully of their privilege to have leave of absence from their ships whenever they please, during the session? This must take place entirely from the situation being taken without any regard to its immense importance to the country, but merely from self interest or convenience; and this motive certainly too plainly augurs a predetermined attachment to those in power. Mistake me not, Mr. Editor, and think I attach blame only to those who adhere to ministers. The man who can resolve either to *support* or to *oppose* a measure, without any regard to the measure itself, but *merely* from a spirit of party or faction, I hold to be utterly destitute of one grain of public spirit, and, judging only from such conduct, I should conceive as equally destitute of common honesty. But, if a man comes into parliament from private and *selfish* motives, it seems to follow clearly, that the *party in power* may make sure of him. I therefore submit to your readers the necessity there is for a man of honour, carefully to examine his motives and intentions before he takes a step of such vast magnitude to his country. I will admit, that if there can possibly be a case in which a man cannot judge of the right or wrong of a measure, he may, with a certain degree of propriety, suppose the ministers to have better information than their opponents. In some few cases of foreign politics or connections, this *may* happen; but, in all domestic arrangements, as it is in every one's power, so it is his bounden duty to have such information, as to enable him to speak and vote from his own conscience and judgment. It was the memorable saying of a great statesman, "Britain can only be ruined by her parliament;" and he who studies our history, and examines the events of the present time, will give full credit to the assertion. If this be true, will any man enter into that parliament rashly, or without a full determination, that no one act of his, either omitted or committed, should tend to the fatal consequence predicted; but on the contrary, the moment he assumes the character of a representative of the people, will he not resolve to use all his energy to prevent it. This he cannot do in his absence; and whenever, if present, he gives his vote for the mere purpose of party or self interest, he hastens the fatal catastrophe. I am aware, Mr. Editor, that these arguments apply equally to many other persons, but I address myself to my brother sailors in the true *esprit du corps*, wishing that no spot or blemish should attach to their high and honourable characters, but that their established gallantry, and tried loyalty, should be entwined with the most pure and genuine patriotism. I have before alluded to the awkward situation an officer would find himself in, if, when attending his duty in parliament, his ship should achieve one of those brilliant actions which so often grace our naval annals. Would he not most anxiously wish that he had been there—would he not deeply regret that he had not shared the honours with his brave crew? I know this is granted me. On the other hand then, if a member of parliament, when absent on service, should read of the passing of an act of great consequence (and every *determination* of that assembly is of *vast consequence*, though the debates sometimes appear otherwise); that a very small majority had carried a measure which appears to him fraught with mischief to his country, and that some ideas occur to him which were not offered by its opponents; would he not then regret that he was not doing his duty to his constituents and his country, which he most assuredly binds himself to do when he accepts his seat? Surely then, in every point of view it appears, that an officer (at *least* in commission) cannot be a fit person for a member of parliament, as I cannot see how he can possibly perform both duties. But I have extended my letter beyond bounds. In my next I mean to inquire how any member of parliament can in honour and conscience be absent from the house at the time the annual taxes are voted; or if present, vote respecting them without much serious consideration.

One result of my inquiry, however awkwardly I may manage it, is to make it appear, that persons who cannot attend their duty in parliament, ought not to keep others out who could. And therefore, if naval officers are in this predicament, they cannot, consistently with that nice sense of honour which regulates their conduct, accept the office from mere selfish motives.

I appear in this letter as if speaking of commanders of ships only, but my arguments apply equally to commanders of fleets or squadrons. I remain, Sir, &c. &c.

E. G. F.

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MR. EDITOR,

IN *Beatson's Memoirs*, Vol. IV. p. 84, for the year 1775, I find the following passage, which, in my humble opinion, clearly proves that the principle of the invention of the life-boat originated with Admiral Graves. The only difference between the boats which are described below, and the present life-boats, is, that the gunwales of the former were constructed with ox hides, whilst those of the latter are of cork.—I flatter myself that the insertion of this passage will be at least amusing to many of your readers. Yours, &c. A. B.

"Vice-admiral Graves had observed, that the sharp construction, and great quantity of water of the men-of-war boats, rendered them very unfit for the necessary and frequent service of going up the narrow creeks which abound in the vicinity of Boston [in America.] As these creeks were in many places so narrow as not to admit of their turning, and so shallow as to endanger their taking the ground, it was often hardly practicable for them to retreat; and both the boats and their crews were in danger of falling into the enemy's hands. To obviate these disadvantages, he invented a boat of a particular construction, which was 36 feet in length, 12 in breadth, and so formed to row with either end foremost. Having the greatest draught of water in the middle, and from thence gradually shallowing towards the extremities by means of her curved keel, she was admirably formed for moving quickly forward or backward, without the necessity of winding round. Thus she could in all cases approach the shore, or make off from it with equal ease and speed, as occasion should require. Her peculiar construction facilitated even her turning where there was room. She mounted a four-pounder at each end, had eight swivels upon the sides, rowed with 20 oars, carried 75 men, and when armed and accoutred, with a week's provision of all kinds complete, drew only nine or ten inches of water at most. She was steered with an oar in a grumet, and would out-row the fleetest of the navy barges. If she should happen to run aground, in the eagerness of pursuit, or in the night, the rowers had only to face about, on their present seats, or upon the next thwarts, to pull in the contrary direction, and she went off in a moment. Each bow was secured by a mantlet of ox hides, and proof against musketry, and the piece of ordnance, by moving in a groove, could be placed in any direction."

* * *

MR. EDITOR,

YOUR having given us the fac-simile of that late truly respectable officer, and good man, Admiral Roddam, induced me to look back to your memoir of him in the ninth volume. I was much gratified to observe that you have there given such a full account of his action in the Greenwich, which, although one of the most gallant as well as judicious that our naval annals can record, is, I believe, not mentioned by Campbell, and scarcely so by Schomberg.

I have heard the good admiral relate the particulars of the battle frequently, and he attributed his capture at last to the ship missing stays at one time, under the management of Lieutenant James Wallace, while he was taking some refreshment. This was some hours before the Greenwich was taken; but the missing stays got the ship entangled with those of the enemy, in some way or other, so that the misfortune was never recovered. The admiral used to relate with much good humour, that when he gave the printer at Kingston directions to publish the minutes of the court martial, as mentioned in your memoir, he ordered a copy to be first given to each member of the court martial, to his brother officers, and some other friends, and to sell the remainder. It was some time afterwards that he again saw his publisher, when, in order to settle accounts, the book was referred to, and the man stated, that, according to order, so many copies had been disposed of. "Why that is the number I ordered you to give away in my name, how many have you sold?"—"Not one," was the reply, "though I advertised in all the papers."—"That is strange!" said Captain Roddam, "for Admiral Byng's trial went through two or three editions in a week."—"That is a different case, sir," said the printer; "if you had been condemned to be shot, your trial would have sold as well; but the public take no interest in an honourable acquittal." I remain, sir, &c.

C. L. N. D.

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MR. EDITOR,

YOUR correspondent, without a signature of *his own*, whose letter appears in page 385 of this volume, seems to be of opinion, that several of the gallant and respectable officers, whose memoirs you wish to introduce in your work, will not be inclined to favour you with any assistance towards their correctness or completion. But surely it will be of more consequence to the future historian, and more gratifying to the descendants of gallant men, who have so nobly fought their country's battles, to have an accurate account of their achievements, than to see that Tom Hardy wrote a very bad hand, that Captain Foote wrote his name very intelligibly, or that Captain Freemantle's signature could not be decyphered by the greatest possible ingenuity.

I have never indeed been a friend to that huge mass of living biography which has overwhelmed us for some years past, and think it likely to produce much mistake and confusion, from the concealment of part of the truth, even where all that does appear is true. In your own pages, you have given us with great correctness the heroic actions of many a gallant man; but his errors, whether moral or professional, do not appear; and I could particularly mention some of your mottos, which have elevated the character of your heroes so high, as to make their friends smile, and, I conclude, their *valets de chambre* laugh. However, it is the taste of the times, and you have certainly the merit of excelling your competitors in the same path of literature, both in interest and in truth. Yet, when I take up a book, announcing itself a biographical memoir, I expect to be introduced to the whole character of the man, to read of a frail and erring mortal, and not a faultless being, such as a poet or a novelist might feign.

As you confine yourself wholly to the public services of those whom you introduce to our notice, would it not in some degree obviate the objections which officers may have to furnish you with materials for these articles, if you were to alter their title? There is oftentimes a great deal in a name; suppose therefore you were to substitute "*An account of the public services of Admiral* ——," for "*biographical memoir;*" I think it might have its effect. Public services will be talked of, and will be handed down to posterity, either in the mutilated garb of vague report, or by the authentic documents of accurate narrative: I cannot therefore see why men who have performed great public actions, should be averse from seeing them *truly* and publicly recorded, as the only method to prevent that falsehood which has exaggerated some exploits, or that oblivion which has overshadowed others that merited the light. As then public characters are, and must be, held up to public view, I think it a duty due to the public in general, and to the immediate friends of the parties in particular, that the parts of their lives which concern the public, should be brought forward in such a way as to leave no doubt of their accuracy. Many good consequences would result. The historian would have materials before him which would not mislead; the public would be gratified; the friends of the party would be highly pleased; and the stimulus of bright example would be held out to the rising generation. Nor are the accompanying portraits without their use; and I have often witnessed the very great pleasure which they have afforded to persons of all ages and ranks.

I remain, sir, yours, &c.

A. F. Y.

ERRATUM.—In page 384, line 37, for *intent* read *interest.*

MR. EDITOR,

IN your late life of Admiral Macbride you omitted some circumstances which redound greatly to his honour; and which were noticed by Nauticus Jun. in his Naval Atlantis, part ii. 1789; I therefore send you that account.

S. J. S.

" So various and singular have been the services of this gallant officer, that I am at a loss whether to dwell most upon his skill in nautical science, or upon that enterprising spirit which has marked his professional conduct through life.

" Captain Macbride is a native of Ireland, and entered very early into the naval service, for which he has shewn a constant attachment. The first dawn of his rising fame reflects very great credit on him; it was the following brave action:

" When a lieutenant, he commanded one of his majesty's cutters, stationed to cruise off the coast of France, and at that period determined upon the dangerous task of cutting some ships out of one of the French harbours. For this purpose, having previously caused the oars to be muffled, he, with a chosen boat's crew, actually rowed in, and brought out three of the ships from under the muzzles of the guns of the French batteries. For this gallant service he was very justly promoted to the rank of master and commander, and soon after to that of post captain in the royal navy.

" On the unhappy occasion of a frigate being despatched to Denmark, in order to conduct the late unfortunate queen from that kingdom to the place allotted for her majesty's retirement, in Hanover, Captain Macbride was the officer made choice of for that important service; and by his spirited conduct, evinced how worthy he was of the sacred trust committed to his charge. He resolutely demanded from the guns of the castle of Elsineur (where this fallen queen had been confined) that respect to the sister of his sovereign, which the vile machinations of the Danish court would have otherwise withheld from her; and the grateful queen shed tears when the gallant protector of her rank and honour gave up his royal charge.

" Throughout the whole of the late war, we find the name of Macbride on every important occasion. During the time he commanded the Bienfaisant, of 64 guns, he captured the Artois, a French man of war; which would otherwise have committed great depredations on the coast of Ireland.

"Captain Macbride's conduct in the action between Lord Rodney's squadron, and that of Don Juan de Langara, was very highly extolled. Some officers have gone so far as to say, that the Spanish admiral's ship struck her colours while receiving a broadside from the Bienfaisant. There are many opinions, however, on that subject.

"Desirous of a ship of more active service than one of the line, Captain Macbride obtained the command of the Artois frigate, which he had captured; and cruising with her in the North Seas, he fortunately fell in with, engaged, and took two Dutch privateers, which were deemed of sufficient force to be commissioned as sloops of war, and are now called the Pylades and Orestes, in allusion to their having been commanded by two brothers when captured.

"The official account which the gallant captain gave of this capture to the secretary of the Admiralty, in which is the expression, "*he winged the gentry*," has been by some persons thought improperly ludicrous: but when his conduct in every other respect is considered, it would surely be thought hard to deny him the satisfaction of entertaining himself, in the hour of victory, with comparisons analogous to his favourite amusement.*

"At that critical era of the late war, when this devoted country found itself encircled by numerous foes, it unfortunately happened that a sufficient number of seamen could not be found to man the ships of war equipped for its defence. On this occasion Capt. M. offered his assistance towards raising 20,000 volunteers in Ireland, for the service of the fleet; and no officer ever conducted a business of the kind with greater spirit than he did. It could not be laid to his charge if these men, brought as it were from the wilds and gaols of Ireland, proved the original instigators of these mutinies, which, after their introduction, grew to such an alarming height in the fleet, as to threaten a total annihilation of all naval discipline.

"At the conclusion of the late war, the freemen of Plymouth, in testimony of their approbation of his public services, elected him one of their representatives to serve in Parliament; and his conduct as a senator has fully proved him to be a true friend of the British constitution. Let us trace back a few of his parliamentary actions:—In the first place, he humanely brought in a bill for the relief of the widows of warrant officers in the navy, which was passed into a law; as was also his motion for restricting captains in the royal navy, with respect to their holding civil appointments. His glorious stand against the infamous fortification project is fully on record; and his recent opposition to the unprecedented fatal measure, of passing over and degrading officers who were entitled to the honour of a flag for their services, as well in the last, as in many former wars, entitles this patriotic senator to the blessings and eternal gratitude of the British navy."

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* Cock-fighting.

NAUTICUS JUNIOR.

* * *

MR. EDITOR,

AS I never remember to have met with any better hints relating to the useful art of swimming, and keeping the body afloat, than those which are contained in the following letter, from the late Dr. Franklin to a friend, I flatter myself that, by reprinting it in the NAVAL CHRONICLE, you will gratify and instruct many of your readers. I am, &c.

H.

" DEAR SIR,

" I cannot be of opinion with you, that it is too late in life for you to learn to swim; the river near the bottom of your garden affords a most convenient place for the purpose. And, as your new employment requires your being often on the water, of which you have such a dread, I think you would do well to make the trial; nothing being so likely to remove those apprehensions as the consciousness of an ability to swim to the shore in case of an accident, or of supporting yourself on the water till a boat could come to take you up.

" I do not know how far cork or bladders may be useful in learning to swim, having never seen much trial of them. Possibly they may be of service in supporting the body while you are learning what is called to stroke, or that manner of drawing in and striking out the hands and feet that is necessary to produce progressive motion. But you will be no swimmer till you can place some confidence in the power of the water to support you. I would therefore advise the acquiring that confidence in the first place, especially as I have known several who, by a little of the practice necessary for that purpose, have insensibly acquired the stroke, taught as it were by nature.

" The practice I mean is this: choosing a place where the water deepens gradually, walk coolly into it till it is up to your breast, then turn round your face to the shore, and throw an egg into the water, between you and the shore; it will sink to the bottom, and be easily seen there, as your water is clear. It must lie in the water so deep as that you cannot reach it to take it up but by diving for it. To encourage yourself in order to do this, reflect that your progress will be from deeper to shallower water; and that at any time you may, by bringing your legs under you, and standing on the bottom, raise your head far above the water, then plunge under it with your eyes open, throwing yourself towards the egg, and endeavouring, by the action of your hands and feet against the water, to get forward till within reach of it. In this attempt you will find that the water buoys you up against your inclination; that it is not so easy a thing to sink as you imagined; that you cannot, but by active force, get down to the egg. Thus you feel the power of the water to support you, and learn to confide in that power; while your endeavours to overcome it, and to reach the egg, teach you the manner of acting on the water with your feet and hands, which action is afterwards used in swimming, to support your head higher above water, or to go forward through it.

"I would the more earnestly press you to the trial of this method, because, though I think I satisfied you that your body is lighter than water, and that you might float in it a long time with your mouth free for breathing, if you would put yourself in a proper posture, and would be still, and forbear struggling, yet, till you have obtained this experimental confidence in the water, I cannot depend on your having the necessary presence of mind to recollect that posture, and the directions I gave you relating to it. The surprise may put all out of your mind. For, though we value ourselves on being reasonable knowing creatures, reason and knowledge seem, on such occasions, to be of little use to us: and the brutes, to whom we allow scarce a glimmering of either, appear to have the advantage of us. I will, however, take this opportunity of repeating those particulars to you, which I mentioned in our last conversation, as by perusing them at your leisure, you may possibly imprint them so in your memory, as on occasion to be of some use to you.

"First, that, though the legs, arms, and head of a human body, being solid parts, are specifically somewhat heavier than fresh water, yet the trunk, particularly the upper part, from its hollowness, is so much lighter than water, as that the whole of the body, taken together, is too light to sink wholly under water, but some part will remain above, until the lungs become filled with water; which happens from drawing water into them instead of air, when a person in the fright attempts breathing while the mouth and nostrils are under water.

"2dly. That the legs and arms are specifically lighter than salt water, and will be supported by it; so that a human body would not sink in salt water, though the lungs were filled as above, but from the greater specific gravity of the head.

"3dly. That therefore a person throwing himself on his back in salt water, and extending his arms, may easily lie so as to keep his mouth and nostrils free for breathing; and, by a small motion of his hands, may prevent turning, if he should perceive any tendency to it.

"4thly. That in fresh water, if a man throws himself on his back, near the surface, he cannot long continue in that situation, but by a proper action of his hands on the water. If he uses no such action, the legs and lower part of the body will gradually sink, till he comes into an upright position, in which he will continue suspended, the hollow of the breast keeping the head uppermost.

"5thly. But if in this erect position the head is kept upright above the shoulders, as when we stand on the ground, the immersion will, by the weight of that part of the head that is out of water, reach above the mouth and nostrils, perhaps a little above the eyes, so that a man cannot long remain suspended in water with his head in that position.

"6thly. The body continued suspended as before, and upright, if the head be leaned quite back, so that the face looks upwards, all the back part of the head being then under water, and its weight consequently in a great measure supported by it, the face will remain above water quite free for breathing, will rise an inch higher every inspiration, and sink as much every expiration, but never so low as that the water may come over the mouth.

"7thly. If therefore a person, unacquainted with swimming, and falling accidentally into the water, could have presence of mind sufficient to avoid struggling and plunging, and to let the body take this natural position, he might continue long safe from drowning, till perhaps help would come. For, as to the clothes, their additional weight, while immersed, is very inconsiderable, the water supporting it; though, when he comes out of the water, he would find them very heavy indeed.

"But, as I said before, I would not advise you, or any one, to depend on having this presence of mind on such an occasion, but learn fairly to swim, as I wish all men were taught to do in their youth: they would, on many occurrences, be the safer for having that skill, and on many more the happier, as freer from painful apprehensions of danger, to say nothing of the enjoyment in so delightful and wholesome an exercise. Soldiers particularly should, methinks, all be taught to swim; it might be of frequent use, either in surprising an enemy, or saving themselves. And, if I had now boys to educate, I should prefer those schools (other things being equal) where an opportunity was offered for acquiring so advantageous an art, which, once learnt, is never forgotten.

"I am, &c.

"B. FRANKLIN."

CORRECT RELATION OF SHIPWRECKS.

No. XXVI.

> Again the dismal prospect opens round,
> The wreck, the shore, the dying, and the drown'd.
>
> FALCONER.

LOSS OF THE AGATHA.

THE Agatha, Captain Koop, of Lubeck, sailed from Lieban, for Carlscrona, on the 3d of April, with Lord Royston (son of the Earl of Hardwicke) and about eighteen other passengers, on board. Four days afterwards, the Agatha was stranded on what is called the Suder Hacken, near Memel; by which distressing event, Lord Royston, Colonel Pollen, and eleven other persons lost their lives.

The following letter, dated Memel, April 12, from one of the surviving passengers, in detailing the particulars of the shipwreck, furnishes a melancholy example of the want of fortitude, coolness, and attention:—

"When we came within 40 miles of Carlscrona, the wind became direct west, and blew a gale: we were several times close to the Island of Oland, but could not land on account of the ice; but that would not have prevented our attempting it, had not the captain said that there was no place for anchorage, nor was there a harbour; so we tacked about till the 6th, all the time the pumps going, and all hands baling the ship; but we did not gain on the leak, and had always four or five feet water in the hold.

" On the 6th instant, at noon, Colonel Pollen asked the captain if he thought the ship could stand the sea? He answered, that 'it was impossible;' whence it would appear, that had Colonel Pollen not put that question, the ship must the next day have foundered with us all. Upon receiving that answer from the captain, Colonel Pollen ordered him immediately to put back, and make the first port (this was Memel); and as it blew a gale, and the wind quite fair, we were sure of reaching it early next morning. During the whole of the day and night we were employed in clearing the ship of water, and prevented it exceeding five feet. At two o'clock, on the morning of the 7th, we saw the coast, and, at four, Memel. I immediately went into the hold, opened my desk, and took out what money I had there, placing it in the pocket of my kibitker, that I might secure it at a moment's warning, in case of danger.

" When I came upon deck, we were close to the bar; I had not been there five minutes, when the ship struck with such violence, that the ladies and children in the cabin, and the passengers in the hold, had just time to reach the deck, when the ship filled with water, and immediately after the rudder was knocked off. The women now took refuge in the sailors' cabin on deck, where I also put the children. The sea running dreadfully high, we were obliged to cut away the mast, to prevent the ship upsetting; the boats were then cut loose and launched, and Lord Royston, with three or four others, jumped into them, but were upset in a moment. I determined to take my chance with the women, and followed them into the round-house, where I found 11 persons: Mrs. Pollen, and three servants, Mrs. Barnes, three children, and maid, Pereyra, and Focke. All the rest of our dear friends, except those who were lost by getting into the boats, were immediately washed overboard.

" Shortly after, the life-boat came alongside, and found the captain and three sailors upon the bowsprit, who, telling the captain of the life-boat that every one else was washed overboard, it put off, leaving us 12 in the round-house, in water up to the middle.

" In order to prove to the people on shore that there were still living people on board, it was necessary for some of us to shew ourselves occasionally. Mrs. Pollen's two servants, Anthony and Hearn, and myself, were the only three who would venture out, and one of us did so every quarter of an hour. During this day, the life-boat made four or five attempts to relieve us, but could not come near, on account of the tremendous sea.

"Next morning, at nine o'clock, Anthony, who was out, gave notice that the life-boat was at the bowsprit. I went out with Mrs. Pollen and the youngest child; Mrs. P. with great difficulty reached the life-boat. I was twice knocked down by the sea with the child in one arm, but succeeded in keeping fast hold with the other. Finding, however, my strength failing me, I gave the child to Anne (Mrs. B.'s maid), desiring her to remain where she was, till I could send one of the men from the life-boat to take the child. Whether she attempted to follow me or not I cannot say, but just as I threw myself into the boat, the sailors called out that the woman with the child, and a man, were washed overboard; this man was Hearn, Mrs. Pollen's servant.

"The weather was too boisterous to permit the boat to remain long where it was; it therefore put off with Mrs. Pollen, her servant Anthony, Mr. Pereyra, and myself. When we reached the shore, I told the people there were still four living persons on board, viz. Mrs. Barnes, her two children, and the third servant of Mrs. Pollen. They were with difficulty persuaded to return, and succeeded in saving them.

"Mr. Focke had died during the night, from cold; the body is now on shore, and is to be buried to-morrow, according to directions he gave me about half an hour before his death.

"Mr. Pereyra is not expected to survive this day.*

"Mrs. Barnes is laid up, having had her feet frozen. Mrs. Pollen is tolerable, but, as you may imagine, very low. We were upwards of 40 hours without meat or drink, and must have all perished, had we remained six hours longer."

LOST.—Lord Royston, and man servant; Colonel Pollen, and one man servant; Mrs. Barnes's man servant, maid servant, and youngest child; Mr. Halliday's servant, Thomas D. Bayley, Mr. Becher,† and Mr. Renney; Mr. Focke (died on board), and Mr. Pereyra (since dead on shore).

ALIVE.—Mrs. Barnes and two children; Mrs. Pollen and two servants; Mr. Halliday; the captain, and three sailors.

---

* His death happened as was foreseen.

† Mr. Becher also was taken from the wreck, but died a few hours after he was landed.

PLATE CCLIX.

THE harbour of Rio de Janeiro, which is represented in the annexed plate, from a drawing by Mr. Pocock, lies in longitude 42 deg. 46 min. west of Greenwich, latitude 22 deg. 50 min. south. It is situated, west by north, eighteen leagues from Cape Frio, and may be known by a remarkable hill, in the form of a sugar-loaf, at the west point of the bay. As all the coast, however, is very high, and rises in many peaks, the entrance of the harbour may be more certainly distinguished by the islands which lie before it; one of which, called Rodonda, is high and round, like a hay-stack, and lies at the distance of two leagues and a half from the entrance of the bay, in the direction of south by west.—The first islands which are met with, coming from the east, or Cape Frio, are two that have rocky appearances, lying near to each other, and at the distance of about four miles from the shore: there are also, at the distance of three leagues to the westward of these, two other islands, which lie near to each other, a little without the bay, on the east side, and very near the shore.

The entrance to this harbour, which is a very good one, is not wide; but the sea breeze, which blows every day from ten or twelve o'clock till sun-set, makes it easy for any ship to go in before the wind; and it becomes wider on approaching the town, abreast of which there is room for the largest fleet, in five or six fathoms water, with an oozy bottom. At the narrow part, the entrance is defended by two forts.

Rio de Janeiro, or the river of Januarius, was probably so called, from its having been discovered on the festival of that saint. At its mouth, on the east side, is the fort of Santa Cruz; and, on the west, that of St. Jago.

The town, which takes its name from the river, and which is the capital of the Portuguese dominions in America, whither the government of the mother country has recently retired, is situated four miles to the westward of the harbour. A benedictine convent and a fort are on the extreme point jutting into the harbour, opposite to which is the Ilheo dos Cobras, or Serpent Island, which contains a dock-yard, magazines, and naval storehouses, and around its shores are convenient anchorages for shipping.

Captain Cook estimated the circuit of the town at about three miles; it appearing to be equal in size to the largest county towns in England.

At this time, the following account of Rio de Janeiro, as it appeared in the year 1800, will, we conceive, be acceptable to our readers. It is from a naval officer in the East India Company's service :—

" The climate is both agreeable and healthy, being free from many inconveniences that are incident to other tropical countries. Although situated under the tropic of capricorn, the air is but seldom immoderately hot, as the sea breeze regularly begins to blow in the morning, and continues till night; when it is succeeded by a pleasant land wind. The surrounding country is the most romantic imaginable. Some of the mountains are exceedingly high, and covered with a variety of trees: the vallies are adorned with grand country seats; they also contain plantations of sugar cane, Indian corn, rice, pease and beans of different kinds, tobacco, yams, and a species of the red potatoe. All the tropical fruits are to be had here in great abundance, mostly growing spontaneously; a circumstance which is very agreeable to the inhabitants, who are not the most active.

" The gardens in and about the town are in general laid out with great taste, and are beautified with some choice flowering shrubs. The public garden is worthy of particular notice: it is surrounded by a strong high wall, plastered and whitened; the gate (which is guarded with a couple of soldiers) is ornamented on the top with basso relievos of the late king and queen of Portugal, in burnished gold; the walks are kept in excellent order, and are illuminated in the evening by a number of lamps suspended from the branches of the trees. At the end of the walk opposite the gate are two triangular pyramids of white marble, about twenty feet high. On their bases are several figures, executed in a very superior style, emitting water into surrounding basins. At the back of these there is an artificial mount, on the front of which are two large alligators of brass, disemboguing a stream of crystalline water through their hideous tusks upon some pieces of rock, from which it falls into a pond, whose banks are diversified with various aquatic birds. On the top of the mount is an uncommonly tall cocoa-nut tree, spreading its branches over the whole, and affording a very pleasant shade to the benches upon the banks of the pond, at which all the walks terminate. From this we ascend two flights of steps to a terrace, which commands a view of the town and harbour. The top of the wall (which is constantly washed by the flood tide) is covered with flowers, intermixed with pine-apples in large marble pots. Upon a pedestal in the centre stands a very finely executed statue of white marble, holding a turtle by one leg, from whose mouth is issuing water into a barrel of beautiful variegated marble: at the extremity are two temples; the one containing paintings, views of the town and harbour, and the marine productions of the adjacent seas; the roof is a piece of the most exquisite shell work. The roof of the other is embellished in the same manner with feathers; but the paintings are views of the different manufactories and land productions of the place. These form cool retreats, the floors and benches being of marble.

" About a mile to the eastward of the public garden is a suite of apartments, used as assembly rooms. They are fitted up with great taste, and ornamented with some very fine prints, among which I had the pleasure of seeing the portraits of four of our British naval heroes, St. Vincent, Howe, Duncan, and Nelson. Indeed these rooms are furnished more in the English style than any others I have seen at Rio de Janeiro.

" Contiguous to this building is a flower garden, in which is an engine (wrought by horses), nearly of the same construction as a chain pump, for raising water to the height of about a hundred feet, whence it is distributed to various water-works throughout the garden.

" Not far from this is a grand aqueduct, which deserves the attention of the traveller. It is composed of eighty arches, in two rows of about forty feet each; and is seen from the entrance of the harbour with a beautiful effect, rising majestically above the loftiest buildings in that quarter, from an unceasing spring in a neighbouring mountain across a valley. I think this might have been done at much less expence by leaden pipes: but indeed expence is a matter of little consideration in this country, where gold is so abundant, and manual labour so cheap. By this aqueduct the inhabitants are plentifully supplied with good water, as are also the numerous shipping which frequent this port for the sake of trade and refreshments.

" Opposite the landing place is the viceroy's palace, a large oblong building of two stories: part of the lower story is occupied by military officers and a numerous train of servants, and the rest as a guard-house and prison; the last of which undoubtedly disgraces it very much. There is nothing attractive in its outward appearance; but I was informed, that the upper story contains a series of stately and spacious apartments.

" Near the palace is the opera house, an edifice of no great extent, and very incommodious. There are performances two or three times a week, but always for certain on Sunday. From my ignorance of the Portuguese language, I cannot pretend to judge of the merits of the dramatic pieces exhibited; but the action of the performers was not very graceful; nor was the scenery (which is of the poorest kind) managed with any sort of dexterity. The house, however, was always full.

"The market-place extends from the north end of a square along the shore, and is found very convenient for the boats coming from the other side of the harbour with vegetables, fruits, firewood, &c. as also for the fishing craft. Negroes are almost the only people employed in selling the different commodities exposed in the market; and they employ their leisure time in spinning cotton, making straw hats, &c. In a word, every kind of manual labour is performed by these miserable wretches.

"Of the military force of this settlement I can say but little. What I saw of them were exercised every morning in the square, and did not exceed a thousand: they had a very soldierly appearance, and went through their manœuvres with great exactness. I was informed there were a great many guarding their mines, which lie far in the interior of the country. The mines are said to be uncommonly rich, but their situation is concealed from all strangers, and no one is permitted to view them. An attempt to visit them would be attended by the most dangerous consequences. I was told for a fact, that any one found near them, or on the road leading to them, is immediately hung upon the next tree, unless he can give a satisfactory account of the cause of his being in that situation.

"The prisons are exceedingly strong buildings, very large, and appeared to be well stocked. They likewise appear from a distance to be well defended by artillery, which, upon examination, will be found to consist of nothing else than the muzzles of the guns laid upon the embrasures, and the breech supported by two pieces of wood in the form of a cross. Indeed some of their apparently strongest forts are only defended in this very impolitic manner, the guns, in such a state, being for some time perfectly useless; so that I should think it would be a very easy matter, with a small squadron, to take the place.

European articles of whatever kind are uncommonly high priced: but beef and poultry, vegetables and fruits, are to be procured in great abundance, and very cheap. From these advantages, and the convenience of the harbour, which may be entered at any time of the tide, it is found to be one of the best places for refreshment upon the whole coast of South America."

NAVAL LITERATURE.

The Cruise; a Poetical Sketch, in Eight Cantos. By a Naval Officer. 8vo. bds. 10*s.* 6*d.* Hatchard, 1808.

"THE following undertaking," says the author, in his preface, "would never have been engaged in, nor probably thought of, had it not been for an unfortunate necessity the author found himself under, of recruiting an extremely exhausted constitution by a regimen on shore.

"During this most painful period, making poetical sketches of scenes which had occurred on naval service, afforded the greatest relief to his mind; his ill state of health putting any pursuit requiring much research absolutely out of the question.

"These sketches increasing, it struck him, that if they were connected by a 'regular detail of duties and probable events;' by the introduction of 'characters, to be met with in the service;' by 'reflections, when naturally arising;' and, above all, by the 'promulgation of sentiments which have emanated from some of our most shining naval characters;' a work might be formed, conveying a correct idea of naval life (including the mode of carrying on duty), during so memorable an epoch as the present; becoming a vehicle through which a few suggestions of improvements might be offered to the sense of the navy; and furnishing sentiments which, if allowed to be, among others, those of a Blake and Nelson, must ever prove safe and glorious for British seamen to cherish. In short, a work of considerable importance to the *rising* generation of sailors (inasmuch as having a tendency to rightly form their minds, and give a general knowledge of the profession), and not altogether unworthy the notice *even of the present.*"

The poem opens with the following apostrophe to Homer:

> "Homer! could I breathe thy fire,
> Like thee, the dullest soul inspire,
> No longer would my ardent muse
> The animating task refuse
> Of singing each great seaman's praise
> In thy heroic lasting lays."

After some further preliminary matter, the author proceeds to eulogise the most distinguished naval officers of the present age;

illustrating his verses by the dates, &c. of their principal services. The vessel in which the *cruise* is intended to be made, is then described; a panegyric upon discipline is delivered; and, at length, the captain having arrived, the ship is unmoored, the anchor weighed, and the departure taken. The usual routine of employment and amusement is next described. The author expresses himself, with much earnestness, upon that expensive custom of the service which compels a captain to ask three officers to dine with him every day. In a note upon this subject, he has the following remarks, which, we think, are entitled to some consideration:—

> "Blending those distinctions so necessary to be observed when duty calls, by social meetings at other times, forms the link which attaches men to their professions and their kind; but means by which this is effected in the navy must be allowed to press hard upon officers who command ships; to prevent this without either taking away the advantages they possess (so great an incentive to their acquirement), or burthening the country, at a time like the present, by a demand of any extent on its purse, becomes, therefore, a consideration of much moment. By an appropriation of prize-money (the exact amount to be determined on deliberation), a fund could be established, affording a certain, general, and sufficient increase of income, without so materially decreasing the share of prize-money (which, be it kept in mind, to the *whole* is a most precarious chance) as to render it not worth caring about:—for instance, if an individual's share of a capture be worth 10,000l. after such a regulation, suppose 2,000l. of it be given up to the fund, he would then have, besides his certain increase of income, 8,000l. prize-money; and when he set out too, he had a positive increase of pay, and only a *chance of this prize-money*. The question thus is, whether it be better to have additional pay secured, and the same chance as before of a handsome share of prize-money?—or, the present pressure, and but an equal chance of rather a larger share of prize-money? The fund is, of course, only applicable to captains in actual command of ships. It, at the outset, might require assistance from Parliament, but not afterwards probably. While on the subject, the author begs to add, that it would be a happy circumstance for sailors, if a small apportionment of their pay, or prize-money, or both should be made (bearing some resemblance to clubs on shore) to establish a fund, in addition to Greenwich, chest of Chatham, &c. &c. for the purpose of saving themselves when wounded or otherwise disabled in the service (including by old age and broken constitutions), from the shameful state of beggary many are now reduced to; how much more desirable would be the service! what a stimulus to exertion! what little cause to dread the loss of a limb, when thus a competency is secured! It is not limited service a man cares about, it is poverty, when disabled. What a trifling

deduction too will effect this, which otherwise might be thrown away; for none but men, who shall be deemed fit objects by a board to quit the service, should be admitted to the benefit; and, as such must be old, invalid, or wounded, longevity is not to be presumed. Greenwich full, the rest should have their pensions paid them wherever they please. Might not many sailors unfit for sea be made useful in dock-yards and other departments under government? Much of this is applicable to the marine corps, but when and how such regulations should take place, the author will not pretend to state; satisfying himself with committing the above general outline to the sense of the navy and those interested in its welfare."

In a succeeding part of the volume, are some useful hints, for the formation of a captain's library; at the close of which, we were, of course, gratified, at finding the following liberal and disinterested recommendation of a work in which we are so much concerned—The Naval Chronicle:—

> "Yet there is one thing one may recommend,
> Namely, that parents to their children send
> "The Naval Chronicle," that sort of book,
> In whose good pages youth has but to look,
> When his aspiring mind can never fail
> *A sterling naval spirit to inhale*;
> As there he'll find each brave illustrious tar
> Himself recites his noble deeds of war;
> No fiction, but th' official real letter,
> Than flatt'ring fab'lous volumes how much better."

In a long note, appended to this passage, are the following observations:—

"Meaning, that in addition to much pleasing, useful, and animating matter (unofficial), Gazette accounts are faithfully detailed. The author disclaims the idea of naming this and other books for the sake of the writers: he knows not one of them, except through their works; which he has not the presumption to recommend from his own conception of their value, but because he has seen them in the possession of, and heard them approved of by some of the first officers in the navy."

We have always been aware of the importance of this particular feature of the NAVAL CHRONICLE, a feature which *no other* work possesses, and which, at no very distant period, must render it invaluable.

[*To be continued.*]

PLATE CCLX.

THE undermentioned is the inscription on the monument of the lamented Captain Burgess, an engraving of which is given as a frontispiece to the present volume.

Sacred to the memory
of
RICHARD RUNDLE BURGESS, Esq.
Commander of his Majesty's ship the Ardent;
who fell in the XLIII^{d}. year of his age,
while bravely supporting the honour
of the British flag,
in a daring and successful attempt to break the enemy's line
near
Camperdown,
on the eleventh of October,
M,DCC,XCVII.
His skill, coolness, and intrepidity eminently contributed
to a victory
equally advantageous and glorious to his country.
That grateful country,
by the unanimous act of her legislature,
enrolls his name
high in the list of those heroes
who, under the blessing of Providence,
have established and maintained her naval superiority,
and her exalted rank among nations.

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more. FALCONER.

MR. EDITOR,

YOU have doubtless heard of Mother Carey and her *chickens* (the stormy petterels), the dread of sailors that double the Cape of Good Hope. The following lines were written during that passage, to beguile the tediousness of tossing waves and blustering winds: if you think them worth insertion, you are welcome to them; if not, you may destroy them. E. C.

MOTHER CAREY AND HER CHICKENS.

SAILOR.

Say, thou haggard human form,
Wherefore dost thou urge the storm,
While thy screaming petterels fly,
Wrath inviting from the sky?

MOTHER CAREY.

Know, reviler, Neptune's pow'r
Shall, in this avenging hour,
Swallow all, except yourself,
In the yawning liquid gulf:
You alone alive shall be
Bandied on a stormy sea;
Hoping human sounds you hear,
Fond deceptions of the ear:
Hoping vessels you espy,
Meer illusions of the eye;
Riding on the ridgy wave,
Long the raging ocean brave;
Hear the lashing surges roar
Loudly on the distant shore;
Fancy monsters of the tide
Gaping with their gullets wide.
Sea-gulls watching till you're cast
A corpse on shore, for their repast;
Till, faint and breathless, you are tost
Upon some barren rocky coast,
Rocks which you attempt to climb
In vain, for loads of weedy slime;
Then, when you impatient grow,
Clinging crabs shall pinch your toe,
Torn and tangled in the weeds below.

Now high crested surges beat,
And beguile your weary feet;
Then some corded piece of wreck
Hangs entangled round your neck;
Often dragging you again
Into the relentless main;
Till the slowly ebbing tide
Leave a sandy margin wide,
Letting you ascend the cliff,
Wet and weary, cold and stiff;

Not a ray of comfort there,
Nothing but a desert drear;
Dreadful where the sea-fowls shriek,
Makes the dismal echo speak;
Where prophetic petterels cry,
And red lightnings seam the sky;
In whose broad horizon gleam,
Shatter'd vessels sinking seem;
Sounds of sailors from afar,
Some blaspheming, some in pray'r;
Drowning wretches, that apply
For succour to a sable sky:
Some o'erload a sinking boat,
Some on slipp'ry barrels float;
Others suddenly emerge,
Stemming long the foaming surge;
Till, swallow'd in the dark concave,
Bosom of some tremendous wave,
At once they quit a toilsome life,
And the tumultuous ocean's strife,
For solemn unmolested sleep,
Low in the silent valleys of the deep.

Now athwart the troubled night
Shines the swamp-enkindled light:
Tir'd and disappointed try
On the quagmire couch to lie;
There in slumbers taste again
All the mis'ries of the main;
Till the tardy morning break,
And you in desolation wake.

Silent now the billows sleep,
Silent you that vainly weep,
For the dire havoc of the deep.
Thus severely shall you be
Punish'd for accosting me
With insult, and my feather'd progeny.

~~~

ON A SHIP UNDER FULL SAIL IN SMOOTH WATER.

HE to whose ear the voice of Fame,
Of ships, has only told the name,
When first he views this tranquil scene,
The peaceful waves, and sky serene,
~~~

The gallant ship, and swelling sail,
That seems to court the prosp'rous gale,
Will doubtless think a sailor's life
Is one exempt from cares and strife;
And scarce believe, should any say,
'Twas one of labour, more than play.

Mistaken man! awhile suppose,
The troubled main to mountains rose;
Instead of zephyrs soft and mild,
The storm tremendous, loud, and wild;
The ship with ev'ry mast and sail,
Or torn or shatter'd by the gale;
And then thy fix'd opinion give,
Whether 'tis best at sea to live,
Or pass thy days secure at home,
Without one idle wish to roam.

* * *

Stanzas to departed Heroism, supposed to have been written at Chatham, on the Arrival of his Majesty's Ship the Victory, with the Remains of the late illustrious NELSON.

"FALLEN is the arm of battle,
The mighty among the valiant is low."

OSSIAN.

What mean the colours half-mast high?
Why mournful o'er the foaming deep
Do Albion's banners drooping fly,
And yonder gallant seaman weep?
That bark contains the pallid corse
Of Neptune's far-fam'd valiant son,
Brave NELSON, snatch'd from glory's course
And vict'ry's laurels nobly won.
His heart for England's glory beat,
His dauntless soul, with zeal inspir'd,
To battle led his conqu'ring fleet,
Saw victory dawn, and calm expir'd!
The vaunting foe's outnumb'ring force
Ne'er chang'd his val'rous bold design,
Ne'er check'd his firm undaunted course,
That dar'd to break their hostile line.

With conquest crown'd he bleeding fell,
Fell midst a fight of matchless pride;
And Fame to after times shall tell
How Nelson fought—how Nelson died!
But, hark! the Vict'ry's minute guns
Proclaim the awful period near,
When (first of Britain's gallant sons)
His corse must deck death's funeral bier.
And when enshrin'd, pale, cold he lies,
Immortal laurels there shall bloom
(His spirit blest in yonder skies),
And weeping Victory grace his tomb.
Then half-mast let your colours fly,
"A mournful signal o'er the main,"
Sacred to those who dar'd to die—
A last sad tribute to the slain.

1st June, 1808. **TRAFALGARIUS.**

* * *

THE NAVY, A FRAGMENT, BY PENROSE.

DOWN the variegated side
Of Edgecombe's far recorded knowl,
(Joy of Nereides, Cornwall's pride)
Where Art extends her mild controul,
But just to check what nature's lib'ral hand
Has spread in gay luxuriance wide,
Of rocks, dells, groves, a fairy land;
The muse astonish'd, trac'd her ling'ring way,
Unsettled what to leave, and doubtful where to stay.

NAVAL STATE PAPERS.

Accounts, presented to the House of Commons, of Stores taken at Copenhagen. Ordered to be printed on the 13th of May, 1808.

THE estimated value of Victualling Office stores, received at Portsmouth, amounts to 2,443l. 14s. 4½d.—at Chatham, 1,811l. 4s. 11¼d.—at Deptford, 356l. 5s. 11½d. making a total of 4,611l. 5s. 3¼d.

The estimated value of the Navy Office stores, which were considered fit for his majesty's service, is 316,522l. 0s. 3d. from which deducting, for importation duties, the sum of 46,281l. 13s. 9d. there remains a net amount of 270,240l. 6s. 6d. which net amount of Navy Office stores, added to that of the Victualling Office, makes a total of 274,851l. 11s. 9½d.

The stores which were not considered fit for his majesty's service, were delivered to the commissioners for Danish affairs.

* * *

By the KING.—A PROCLAMATION,

Revoking the former Proclamations relating to the distribution of prizes, and appointing a new distribution thereof.

GEORGE R.

WHEREAS it has been represented to us, by our commissioners for executing the office of lord high admiral, that it will be productive of beneficial effects to the service, if, instead of the three eighth parts of the neat produce of prizes, which have hitherto been granted to the captains and flag officers serving in our fleet, two eighth parts only shall be allotted to them, and the remaining eighth part distributed amongst the petty officers, seamen, and marines, in addition to their present shares; we do therefore, by and with the advice of our privy council, think fit to issue this our royal proclamation, hereby revoking our several proclamations heretofore issued, and now in force, concerning the distribution of prizes taken by our fleets and ships, and by all other ships and vessels that are or shall be commissionated by letters of marque or general reprizals, against the ships, goods, and subjects of any of the countries with which we are at war: provided always, that the distribution hereinafter made shall not be construed to affect any prizes which have been captured before the day of the date of this our royal proclamation, nor any prizes which shall be captured after that day, and which shall be condemned in any of our courts of Vice-Admiralty, before notice of this our royal proclamation shall have been received by the court of Vice-Admiralty in which such condemnation shall pass; and we do hereby declare, that the produce of all such prizes as shall have been captured before the day of the date of this our royal proclamation, or shall be captured that day, and shall be condemned in any of our courts of Vice-Admiralty antecedent to the notice of this our royal proclamation having been received in such court, shall continue to be distributed in the proportions directed by our said former proclamations; and we do now make known to all our loving subjects, and all others whom it may concern, by this our royal proclamation, by and with the consent of our privy council, that our will and pleasure is, that the neat produce of all prizes taken, the right whereof is inherent in us and our crown, be given to the taker (save and except the produce of such prizes as are or shall be taken by ships or vessels belonging to, or hired by, or in the service of our commissioners of customs or excise, the disposition of which we reserve to our further pleasure, and also save and except as hereinafter mentioned), but subject to the payment of all such or the like customs and duties as the same are now or would have been liable to if the same were or might have been imported as merchandize; and that the same may be so given in the proportion and manner hereinafter set forth, that is to say,

That all prizes taken by ships and vessels having commissions of letters of marque and reprizals (save and except such prizes as are or shall be taken by the ships or vessels belonging to, or hired by, or in the service of our commissioners aforesaid), may be sold and disposed of by the merchants, owners, fitters, and others, to whom such letters of marque and reprizals are granted, for their own use and benefit after final adjudication, and not before.

And we do hereby further order and direct, that the neat produce of all prizes which are or shall be taken by any of our ships or vessels of war (save and except when they shall be acting on any conjunct expedition with our army, in which case we reserve to ourselves the division and distribution of all prize and booty taken; and also save and except as hereinafter mentioned), shall be for the entire benefit and encouragement of our flag officers, captains, commanders, and other commissioned officers in our pay, and of the seamen, marines, and soldiers, on board our said ships and vessels at the time of the capture; and that such prizes may be lawfully sold and disposed of by them and their agents, after the same shall have been to us finally adjudged lawful prize, and not otherwise.

The distribution shall be made as follows:—The whole of the net produce being first divided into eight equal parts,

The captain or captains of any of our said ships or vessels of war, or officer commanding such ship or vessel, who shall be actually on board at the taking of any prize, shall have two-eighth parts; but in case any such prize shall be taken by any of our ships or vessels of war, under the command of a flag or flags, the flag officer or officers, being actually on board, and directing or assisting in the capture, shall have one-third of the said two-eighth parts; the said one-third of such two-eighth parts to be paid to such flag or flag officers in such proportions, and subject to such regulations, as are hereinafter mentioned.

The sea lieutenants, captains of marines and land forces, and master, on board, shall have one-eighth part, to be equally divided amongst them: but every physician appointed, or hereafter to be appointed, to a fleet or squadron of our ships of war, shall, in the distribution of prizes which may hereafter be taken by the ships in which he shall serve, or in which such ship's company shall be entitled to share, be classed with the before-mentioned officers with respect to one-eighth part, and be allowed to share equally with them; provided such physician be actually on board at the time of taking such prizes.

The lieutenants and quarter-masters of marines, and lieutenants, ensigns, and quarter-masters of land forces, secretaries of admirals or of commodores (with captains under them), second masters of line of battle ships, surgeons, chaplains, pursers, gunners, boatswains, carpenters, master's mates, and pilots, on board, shall have one-eighth part, to be equally divided amongst them.

The other four-eight parts of the prize to be divided into shares, and distributed to the persons composing the remaining part of the crew, in the following proportions: viz. to the first class of petty officers, namely, the midshipmen, surgeons, assistants, secretaries' clerks, captains' clerks, schoolmasters, masters at arms, captains' cockswains, gunners' mates, yeomen of the powder room, boatswains' mates, yeomen of the sheets, carpenters' mates, quartermasters, quartermasters' mates, ship's corporals, captains of the forecastle, master sail-makers, master caulkers, master ropemakers, armourers, serjeants of marines and of land forces, four and a half shares each.

To the second class of petty officers; viz. midshipmen, ordinary, captains of the fore-top, captains of the main-top, captains of the after-guard, captains of the mast, sail-makers' mates, caulkers' mates, armourers' mates, ships' cook, corporals of marines and of land forces, three shares each.

The quarter gunners, carpenters' crew, sail-maker's crew, cockswain's mates, yeomen of the boatswain's store-room, gunsmiths, coopers, trumpeters, able seamen, ordinary seamen, drummers, private marines, and other soldiers, if doing duty on board in lieu of marines, one and a half share each.

The landsmen, admirals' domestics, and all other ratings not above enumerated, together with all passengers, and other persons borne as supernumeraries, and doing duty and assisting on board, one share each, excepting officers acting by order, who are to receive the share of that rank in which they shall be acting.

And young gentlemen volunteers by order, and the boys of every description, half a share each.

And we do hereby further order, that in the case of cutters, schooners, brigs, and other armed vessels, commanded by lieutenants, the distribution shall be as follows: first, that the share of such lieutenants shall be two-eighth parts of the prize, unless such lieutenants shall be under the command of a flag officer or officers, in which case the flag officer or officers shall have one-third of the said two eighths to be divided among such flag officer or officers in the same manner as herein directed in the case of captains serving under flag officers:—Secondly, we direct that the share of the sub-lieutenant, master, and pilot, shall be one-eighth; the said eighth, if there be all three such persons on board, to be divided into four parts, two parts to be taken by the sub-lieutenant, one part by the master, and one part by the pilot; if there be only two such persons on board, then the eighth to be divided into three parts, of which two-thirds shall go to the person second in command, and one-third to the other person; if there be only a sub-lieutenant, or a master and no pilot, then the sub-lieutenant or master to take the whole eighth; if there be only a pilot, then such pilot to have one half of the eighth, and the other half to go to Greenwich Hospital:—Thirdly, that the share of the surgeon or surgeon's assistant (where there is no surgeon), midshipmen, clerk, and steward, shall be one-eighth:—Fourthly, that the remaining four-eighths shall be divided into shares, and distributed to the other part of the crew, in the following proportions:

viz. the gunners, boatswains, and carpenters' mates, yeomen of the sheets, sail-maker, quarter-master, and quarter-masters' mates, and serjeant of marines, to receive four and a half shares each. The corporals of marines three shares each. The able seamen, ordinary seamen, and marines, one and a half share each. The landmen, together with passengers and other persons borne as supernumeraries, doing duty and assisting on board, to receive one share each. Boys of all descriptions, half a share each.

But it is our intention, nevertheless, that the above distribution shall only extend to such captures as shall be made by any cutter, schooner, brig, or armed vessel, without any of our ships or vessels of war being present, or within sight of, and adding to the encouragement of the captors, and terror of the enemy; but in case any of our ships or vessels of war shall be present, or in sight, that then the officers, pilots, petty officers, and men on board such cutters, schooners, brigs, or armed vessels, shall share in the same proportion as is allowed to persons of the like rank and denomination on board of our ships and vessels of war, the sub-lieutenant and master to be considered as warrant officers; and such cutters, schooners, brigs, or armed vessels shall not, in respect to such captures, convey any interest or share to the flag officer or officers under whose orders such cutters, schooners, brigs, and armed vessels may happen to be. And whereas it is judged expedient, during the present hostilities, to hire into our service armed vessels, to be employed as cruisers against the enemy, which vessels are the property of, and their masters and crews are paid by the owners of whom they are hired, although several of them are commanded by our commissioned officers in our pay, it is our further will and pleasure, that the neat produce of all prizes taken by such hired armed vessels (except as hereinafter mentioned) shall be for the benefit of our commissioned officers in our pay, and of the masters and crews on board of the said hired armed vessels at the time of the capture; and that such prizes may be lawfully sold and disposed of by them and their agents, after the same shall have been to us finally adjudged lawful prize and not otherwise; the distribution whereof shall be as follows:— The whole of the neat produce being divided into eight equal parts,

Our officer commanding any hired armed vessel, who shall be actually on board at the taking of any prize, shall have two eighths; but in case such hired armed vessel shall be under the command of a flag or flags, the flag officer or officers being actually on board, or directing or assisting in the capture, shall have one-third of the said two-eighth parts; the said one-third of the two-eighth parts to be paid to such flag or flag officers in such proportions, and subject to such regulations as are hereinafter mentioned. In case there be acting on board such hired armed vessel, besides our officer commanding the same, one or more of our commissioned sea lieutenants in our pay, such lieutenant or lieutenants shall take one-eighth. One-eighth shall belong to the master and mate; of which the master shall take two-thirds, and the mate one-third: but in case there shall be acting on board such hired armed vessel one or more midshipmen, in that case the master shall take one-half of the eighth, and the other half shall be divided equally between the mate and midshipmen.—The remaining four-eighth parts shall belong to, and, being divided into shares, be distributed among the other petty officers, men, and boys, in the same proportion as hereinbefore directed with respect to the division of prize-money in our ships of war.—And, in the case of prizes taken by any hired armed vessel not commanded by any of our commissioned officers, one-eighth shall belong to the flag officers, to be divided as aforesaid, in case such hired armed vessel shall be under the command of a flag—one-eighth shall belong to the master and mate; of which the master shall take two-thirds, and the mate one-third; four-eighths shall belong to, and be divided among the petty officers and crew in manner aforesaid; the surplus, the distribution of which is not herein directed, shall remain at our disposal; and, if not disposed of within a year after final adjudication, the same shall belong and be paid to Greenwich Hospital.—And in the case of prizes taken jointly, by any of our ships of war and any hired armed vessel, our commissioned officer or officers on board such hired armed vessel shall share with our commissioned officer or officers of the same rank, on board our ship or ships of war, being joint captors; the master of such hired armed vessel shall share with the warrant officers; the mate of such hired armed vessel, with the first class of petty officers; and the seamen, landmen, and boys of such hired armed vessel, with persons of the same description on board our said ship or ships of war; save and except, that, in case such hired armed vessel shall be commanded by one of our commissioned officers having the rank of master and commander, and there shall be none of our lieutenants on board; or, in case such hired armed vessel shall be commanded by the master, in both those cases, the master of such hired armed vessel shall share with the lieutenants of our ships of war, and the mate with the warrant officers.—And, in case any difficulty shall arise in respect to the said distribution, not herein sufficiently provided for, the same shall be referred to our Lords Commissioners of the Admiralty, whose direction thereupon shall be final, and have the same force and effect as if herein inserted: provided that if any officer, being on board any of our ships of war at the time of taking any prize, shall have more commissions or offices than one, such officer shall be entitled only to the share or shares of the prizes which, according to the above-mentioned distribution, shall belong to his superior commission or office.—Provided also, that, in all prizes taken by any of our squadrons, ships, or vessels, while acting in conjunction with any squadron, ship, or vessel of any other power that may be in alliance with us, a share of such prizes shall be set apart, and be at our further disposal, equal to that share which the flag and other officers and crews of such squadron, ships, or vessels would have been entitled to if they had belonged to us.

And we do hereby strictly enjoin all commanders of our ships and vessels of war taking any prize, to transmit as soon as may be, or cause to be transmitted to the commissioners of our navy, a true list of the names of all the officers, seamen, marines, soldiers, and others who were actually on board our ships and vessels of war under their command, at the time of the capture; which list shall contain the quality of the service of each person on board, together with the description of the men, taken from the description books of the capturing ship or ships, and their several ratings; and be subscribed by the captain or commanding officer, and three or more of the chief officers on board. And, we do hereby require and direct the Commissioners of our Navy, or any three or more of them, to examine, or cause to be examined such lists, by the muster-books of such ships and vessels of war, and lists annexed thereto, to see that such lists do agree with the muster-books and annexed lists, as to the names, qualities, or ratings of the officers, seamen, marines, soldiers, and others belonging to such ships and vessels of war; and, upon request, forthwith to grant a certificate of the truth of any list transmitted to them, to the agents nominated and appointed by the captors to take care and dispose of such prize; and, also upon application to them (the said Commissioners) to give, or cause to be given to the said agents, all such lists from the muster-books of any such ships of war, and annexed lists, as the said agents shall find requisite for their direction in paying the produce of such prizes, and, otherwise to be aiding and assisting to the said agents, in all such matters as shall be necessary.

We do hereby further will and direct, that the following regulations shall be observed concerning the one-third part of the two-eighths herein-before mentioned, to be granted to the flag, or flag-officers, who shall actually be on board at the taking of any prize, or shall be directing or assisting therein. —First, that a captain of a ship shall be deemed to be under the command of a flag, when he shall actually have received some order directly from, or be acting in execution of some order issued by a flag-officer; and, in the event of his being directed to join a flag-officer, on any station, he shall be deemed to be under the command of such flag-officer from the time that he arrives within the limits of the station, and shall be considered to continue under the command of the flag-officer of such station, until such captain shall have received some order directly from, or be acting in execution of some order issued by some other flag-officer, or the Lords Commissioners of the Admiralty.—Secondly, that a flag-officer commander-in-chief, when there is but one flag-officer upon service, shall have, to his own use, the one-third part of the said two-eighths of the prizes taken by ships and vessels under his command.—Thirdly, that a flag-officer sent to command on any station, shall have a right to share as commander-in-chief, for all prizes taken by ships or vessels employed there, from the time he arrives within the limits of such a station; but, if a junior flag-officer be sent to relieve a senior, he shall not be entitled to share as commander-in-chief in any prizes taken by the squadron, until the command shall be resigned to him, but shall share only as a junior flag-officer, until he assumes the command. —Fourthly, that a commander-in-chief, or other flag-officer, appointed or belonging to any station, and passing through or into any other station, shall not be entitled to share in any prize taken out of the limits of the station to which he is appointed or belongs, by any ship or vessel under the command of a flag-officer of any other station, or under Admiralty orders.—Fifthly, that when an inferior flag-officer is sent to reinforce a superior flag-officer on any station, the superior flag officer shall have no right to any share of prizes taken by the inferior flag-officer, before the inferior flag-officer shall arrive within the limits of the station, or shall actually receive some order directly from him, or be acting in execution of some order issued by him. And such inferior flag-officer shall be entitled to his proportion of all the captures made by the squadron which he is sent to reinforce, from the time he shall arrive within the limits of the command of such superior flag-officer.—Sixthly, that a chief flag officer quitting a station, either to return home, or to assume another command, or otherwise, except upon some particular urgent service, with the intention of returning to the station as soon as such service is performed, shall have no share of prizes taken by the ships or vessels left behind, after he shall have surrendered the command to another flag-officer, appointed by the Admiralty to be commander-in-chief upon such station, or after he shall have passed the limits of the station, in the event of his leaving the command without being superseded.—Seventhly, that an inferior flag-officer quitting a station, except when detached, by orders from his commander-in-chief, out of the limits thereof, upon a special service, with orders to return to such station as soon as such service is performed, shall have no share in prizes taken by the ships and vessels remaining on the station, after he shall have passed the limits thereof; and, in like manner, the flag-officers remaining on the station shall have no share of the prizes taken by such inferior flag-officer, or by the ships and vessels under his immediate command, after he shall have quitted the limits of the station, except when detached, as aforesaid.—Eighthly, that when vessels under the command of a flag, which belong to separate stations, shall happen to be joint captors, the captain of each ship shall pay one-third of the share to which he is entitled, to the flag officers of the station to which he belongs; but, the captains of vessels under Admiralty orders, being joint captors with other vessels under a flag, shall retain the whole of their share. Ninthly, that if a flag-officer is sent to command in the out-ports of this kingdom, he shall have no share of the prizes taken by ships or vessels which have sailed, or shall sail from that port, by order from the Admiralty.—Tenthly, that when more flag-officers than one serve together, the one-third part of the two-eighth parts of the prizes taken by any ships or vessels of the fleet or squadron, shall be divided in the following proportions, viz. If there be but two flag-officers, the chief shall have two-third parts of the said third of two-eighths and the other shall have the remaining third part; but, if the number of flag-officers be more than two, the chief shall only have one half, and the other half shall be equally divided among the junior flag-officers.—Eleventhly, that commodores, with captains under them, shall be esteemed as flag-officers, with respect to the one-third of the two-eighth parts of prizes taken, whether commanding in chief, or serving under command.—Twelfthly, that the first captain to the admiral and commander in chief of our fleet, and also the first captain to our flag-officer, appointed, or hereafter to be appointed, to command a fleet or squadron of ten ships of the line of battle, or upwards, shall be deemed and taken to be a flag-officer, and shall be entitled to a part or share of prizes as the junior flag-officer of such fleet or squadron.

Given at our court, at the Queen's palace, the fifteenth day of June, one thousand eight hundred and eight, in the forty-eighth year of our reign.

GOD SAVE THE KING.

NAVAL HISTORY OF THE PRESENT YEAR, 1808.

(May—June.)

RETROSPECTIVE AND MISCELLANEOUS.

WE feel it to be our duty, as honest Chroniclers, to insert the following remarks from a respectable newspaper. At this momentous and important crisis all party considerations should be laid at rest, and we ought to look only to the employment of those great naval officers, of whose tried abilities there can be no doubt.

"The present situation of the fleet, the harbour, the town, and the inhabitants of Cadiz, demands the most attentive consideration of the government of this country. A hostile squadron—(for we shall, for a moment, put the Spanish ships out of the question) a hostile squadron, the refuse of a defeat, is there moored, with no support from any quarter, with an enemy, open or secret, in every face that looks down upon the port: and yet nothing has been done; and we begin to fear that nothing will be done for the capture of this hostile naval force. The terror of Buonaparte's name, from beyond the Pyrennean Alps, is more powerful for its preservation, than a British squadron, riding in sight, is efficacious towards its destruction. Not a French soldier is there in Cadiz—every Spaniard is an Englishman in his heart; and yet the fleet of our enemy sleeps in safety in that harbour! *Is this, we ask the whole country, as it ought to be?*

"Nor shall we confine the inquiry to the mere act of obtaining the French squadron, and the benefit resulting from it: the crisis is, or was such, that the fate of a whole kingdom depended upon our striking a great and daring blow. Admiral Purvis was, as our account states, in treaty with the municipality of Cadiz; there had been an interchange of notes on the subject of admitting the British forces as protectors. Men who had gone thus far were already traitors in the estimation of the tyrant whose aggressions they were opposing. But it appears that the apprehension of an approaching French army suspended the negotiation, and no one dared to open the last packet from the British admiral. We shall not speak of the prudence or rashness of such an act; but there have been those officers in the British navy who would have "dashed in" to inquire what had become of this same packet of despatches; and judging as we do now from subsequent knowledge (which, of course, Admiral Purvis could not then possess, and for which reason we cannot be said to blame him), that there was no French army on its way to Cadiz, we cannot but think that such an enterprise would have been successful. The Spaniards were already committed beyond redemption, as they will find to their cost, when Buonaparte's soldiers reach that town; so that they would have opposed no resistance: the commanders of the forts at the entrance of the harbour would have supposed a compromise had been entered into; and as to the French admiral, would not his councils have been distracted by the apprehension that the treason (if we may use such a term in so honourable a cause) had spread further than it really had spread, and that the whole attack was matter of arrangement between his open and occult foes, the latter of whom he might reasonably expect to fall on him every instant? Yet this opinion of ours is only formed, as we said before, on a subsequent knowledge of the real state of affairs; and so far, unquestionably, the British admiral may be considered as exculpated.

"But to launch more at large into the question respecting Spain: the fate of that country hangs upon a weak thread. It is from England only that she can look for any extraneous aid; and surely, then, it behoves us, above all things, to inspire her with confidence, not only in the disinterestedness, but in the efficacy of our assistance. Ministers are said to have chosen Mr. Adair as their ambassador to the patriots of Spain; and certainly, in overlooking the distinctions of party, to select talents and attainments commensurate to the difficulty of the situation, if such has been their object, and such are really his merits, they are highly commendable; but did it never occur to them that there is a man in this kingdom, the history of whose life, long known and written in indelible characters in the breast of every Spaniard, gives him, above all others, the highest and most undisputed claim to be employed in the present arduous crisis? We know that we speak with the partialities of warm personal respect, when we mention the Earl of St. Vincent on such an occasion; but we know, too, that there is not a Spanish heart that would not leap with joy at the sound of that name, if the possessor of it were now off their coasts on a friendly errand. He would be no stranger there, but would bear the most undoubted title to their respect and affection —that which results from their knowledge of him as a generous conqueror. He would appear, like Coriolanus among the Volscians, inspiring with confidence and directing to victory; as their ally, those whom, when their enemy, he had chilled with terror, and overwhelmed with defeat. The meanest and most illiterate Spaniard would be able to adopt this reasoning: 'England is now indeed in earnest in her professions of affording us assistance; of this we may be certain by the man she has sent us: we know him well; he is no shuffler: he is the very hero who in 1797 conquered the bravest fleet that ever quitted a Spanish port; and the valour which he then displayed against us will now be exerted in our defence.' We have only to add to this, that the forts commanding Cadiz harbour are, we believe, still in the hands of the Spaniards; and the 20,000 French troops have not yet reached the province of Andalusia: nor probably will they soon, if the accounts of the farther insurrections in the north of Spain are correct."

The latest intelligence from Spain is of the most interesting description. Buonaparte having removed the whole Spanish royal family, has caused his brother Joseph to be nominated as the successor to the vacant crown.

The Spaniards, however, determined to resist the invader, have risen *en masse* in several provinces. Ferrol is reported to be in possession of the patriotic party; and proclamations against the French have been issued at Arragon, Leon, the two Castiles, Valencia, and Murcia. The Spanish troops in Oporto are said to have risen upon the French datachment at that place, to have overpowered it, and, after imprisoning the general and his officers, to have marched into Spain, and joined their countrymen in arms.

According to the latest official advices, received by our government, the proposal of Admiral Purvis to the governor of Cadiz, to resign the French fleet as prize, and the Spanish in trust, had been rejected; owing, as it was supposed, to the influence of the French commander. Later accounts, however, state, that the French fleet has been given up to Admiral Purvis.

Several noblemen, as deputies from the Spanish patriots, have arrived in London, and have experienced the most favourable reception from our ministers. Great quantities of ammunition have been sent off to Spain; and Sir Arthur Wellesley's expedition, which was understood to be destined against the Spanish possessions in South America, is believed to have sailed from Cork, to assist the Spanish patriots of the mother country.

The two last deputies who arrived from Spain reached the Admiralty on the 26th of June. They came from Corunna, where Captain Tremlett, of the Alcmene, landed, and was at the sittings of the committee.. Every English prisoner, to the amount of 120, was released, and sent to our squadron: the greatest enthusiasm prevailed; all the troops, to the amount of 20,000 regulars, and 300,000 patriotic citizens, were in full march for Madrid, to avenge their brethren who had fallen in the massacre of the 2d of May. Captain Tremlett, it is said, had released twelve Spanish vessels, which he had captured off their own coast.

Accounts of a still more recent date—on which, however, though derived from a respectable source, we cannot wholly depend---represent Murat to have been actually defeated, in the neighbourhood of Madrid, by a well organized force of Spaniards, which, to the amount of 60,000, had marched from the provinces of Gallicia and Leon. The conflict is said to have been desperate, and victory not to have been decisive in favour of the patriots till after two successive engagements, when Murat, completely routed, was obliged to take refuge at Retiro, a seat formerly occupied by Charles the IVth, a short distance from Madrid; there he is said to have found it necessary to intrench himself, being further threatened by an attack of the whole patriot army, increased by a vast accession of force from the populace of Madrid.

An action is reported to have taken place, on the 24th of May, off the port of Carthagena, between the French and a detached squadron of Lord Collingwood, when two sail of the line, several frigates, and transports having 8000 troops on board, were taken, sunk, or destroyed. Another French ship which ran into Carthagena, was seized by the armed citizens. There may be some foundation for this report, but we doubt its accuracy to the full extent.

Government have received official intelligence, that Sir Edward Pellew's squadron has been completely successful. He has taken, sunk, burnt, or otherwise destroyed every Dutch armed vessel on the coast of Java, and in the whole of the Eastern seas. Three of the ships were of the line; *viz.* the Resolutie, the Pluto, and the Kortnaar, all of which he burnt in the harbour of Grissee, the Dutch commodore having previously scuttled them.

Our Baltic expedition, according to the last advices, was lying inactive off the Swedish coast; some changes, it is supposed, having taken place in the military councils of Sweden.

An account has been laid before the House of Commons, of the value of all merchandize exported from the port of London to foreign countries; from which it appears, that the value of British produce and manufactures, exported in the quarter ending 5th of April, 1807, was 2,586,836l. and in the corresponding quarter, in 1808, 2,367,655l. that the value of all foreign and colonial produce, exported in the quarter ending the 5th of April, 1807, was 1,357,153l. and the corresponding quarter, in 1808, 929,516l. The above decrease in the exportation of British commerce, the report attributes almost wholly to the United States of America; and it adds, that the falling off in colonial produce arises principally on the article of coffee to Europe.

The legislature of Nova Scotia, at their late session, passed a vote, appropriating 100l. to purchase a sword or piece of plate, to be presented on behalf of the province to Vice-admiral Berkeley. Governor Wentworth returned the vote to the legislature with the following message:

"Gentlemen of the House of Assembly,

"Having fully considered the vote communicated to me, for granting one hundred pounds to Vice-admiral Berkeley for a sword or piece of plate, it appears to be objectionable in so many respects, that I feel it my duty to decline giving my assent to it.

"Government-house, Jan. 28, 1808." "J. WENTWORTH."

As the large cutter belonging to le Tigre, was coming on shore with Captain Hollowell, the Rev. Mr. Pennington, and several other gentlemen, it being nearly low water, she struck on the stock of an anchor, which stove her bottom, went through her, and, being fast, she sunk. On this being perceived by the Deal boatmen, they immediately launched to their assistance, and fortunately succeeded in getting the gentlemen and boat's crew out, and saved most of her materials. The boat, upon the flowing of the tide, floated off, and was towed on shore at Sheerness.

The Plymouth Telegraph gives the following information.—"Mr. Hammond, formerly pilot of the Saturn (a person well known in this neighbourhood), has been arrested, in France, as a spy, and shot, by order of the French government. Other accounts state, that he was beheaded, and his body dragged round the town, the name of which is not mentioned. He had been sent from the Saturn on board l'Aigle, Captain Wolfe, to reconnoitre the French coast, and landed at a port near l'Orient; he had been on shore twelve days, and was preparing to come off in a boat, when he was arrested by two custom-house officers. He received a pension of 50l. per annum from our government, for the information he obtained some time since, by landing on the enemy's coast. He was a Frenchman by birth, but had been many years in our service, in the course of which he had more than once risked his life, by making incursions into France, and returning, in an open boat, to our ships off the coast.

The sum of 48,100l. has been granted to the captors of the Spérshnoy, Russian frigate, which was taken possession of at Spithead, under the orders of Admiral Montagu. This sum is understood to have been awarded for the specie only.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, MAY 28, 1808.

Extract of a letter from Vice-admiral the Right Hon. Lord Collingwood, to the Hon. W. W. Pole, dated on board his Majesty's ship Ocean, at sea, March 28, 1808.

THE Unité has this day joined me, and I have received from Captain Campbell the enclosed letter, stating his having captured, on the 18th instant, the French xebeck Etoile de Buonaparte, of six guns and twenty-one men, commanded by an ensign de vaisseau, and having on board an aide-de-camp of General Berthier with despatches, which were destroyed previous to her capture.

MY LORD, *His Majesty's ship Unitè, March* 26, 1808.

I beg to inform your lordship of my having captured off the island of Lissa, on the 18th inst. the French xebeck Etoile de Buonaparte, of six guns and twenty-one men (fifteen having deserted the evening prior to her sailing), commanded by an ensign de vaisseau, and having an aide-de-camp of General Berthier's on board, charged with despatches from Corfu to Ancona. I have, &c.

Right Hon. Lord Collingwood, &c. PAT. CAMPBELL.

Extract of another letter from Vice-admiral Lord Collingwood to the Hon. W. W. Pole, dated on board the Ocean, at sea, April 6, 1808.

I enclose, to be laid before my Lords Commissioners of the Admiralty, an extract of a letter from Captain Harvey, of his majesty's ship Standard, stating his having captured, on the 26th ult. in company with the Active, the Italian brig of war Friedland, mounting sixteen long French twelve-pounder guns.

Standard, off the south end of Corfu,
MY LORD, *March* 26, 1808.

I have the pleasure to acquaint you of the capture of the Friedland Italian brig of war, commanded by Captain Angelo Thomasi, this evening, by the Standard and Active, after several hours' chase, close in with Cape Blanco, which she would soon have rounded, had not her topmasts fortunately gone over the side, which enabled Captain Moubray to take possession of her; and I have given him directions to proceed to Malta with her and the prisoners.

The Friedland is twelve months old, carries sixteen French twelve-pounder long guns, built at Venice, and is a very fine brig. Embarked on board her is Commodore Don Amilcar Paolucci, commanding in chief the Italian marine, and knight of the Iron Crown. I remain, &c.

Vice-admiral Lord Collingwood, &c. T. HARVEY.

Copy of another letter from Vice-admiral Lord Collingwood, to the Hon. W. W. Pole, dated on board the Ocean, at sea, April 23, 1808.

SIR,

I beg to enclose, to be laid before my Lords Commissioners of the Admiralty, the copy of a letter from Captain Sir Thomas Livingstone, which I have to-day received from Rear-admiral Purvis, giving an account of the boats of the Renommée and Grasshopper having, on the night of the 6th of November last, attacked and captured two armed vessels which lay under the protection of the Torre de Estacio.

The officers and men employed on this service, under the direction of acting Lieutenant Webster, appear to have displayed considerable gallantry. I am, &c. COLLINGWOOD.

His Majesty's ship Renommée, off Carthagena,
SIR, *November* 12, 1807.

I have to acquaint you, that on the night of the 6th instant I sent a detachment of boats from this ship and the Grasshopper, under the direction of Lieutenant William Webster, of the Renommée, for the purpose of cutting out some enemy's vessels that lay at anchor under the Torre de Estacio.

By four o'clock in the morning the boats were in possession of the vessels, viz. a Spanish brig and a French tartan, each of them mounting six guns, with a proportionate number of men; but unfortunately there was so little wind, and the current ran so strong, that they both got aground; and notwithstanding every exertion was used for the purpose of getting them off, it was found impossible, and at about seven o'clock they were abandoned; they would have been burnt had there not been so many men, women, and children on board them (many of whom were badly wounded, and our boats could not remove them), and humanity induced Lieutenant Webster not to set them on fire.

During the performance of the above mentioned service, the Torre de Estacio kept up a constant fire of grape and cannister upon our boats and the captured vessels, which wounded several of the enemy, and two of our brave fellows, viz. Mr. Thomas Bastin, purser of the Grasshopper, who was a volunteer, and commanded a boat upon the occasion, and Henry Garrett, cockswain of the Renommée's pinnace, both very badly.

The loss the enemy sustained was considerable in wounded, but none killed. The cool and gallant conduct of every officer and man employed on the above mentioned service entitles them to every praise which is in my power to bestow

Lieutenant William Webster, who commanded, has in several such instances distinguished himself. I have the honour to be, &c.

Rear-admiral Purvis, &c. T. LIVINGSTONE.

Copy of a letter from Rear-admiral Purvis to the Hon. W. W. Pole, dated off Cadiz, the 12th of May, 1808.

SIR,

I have the honour to enclose you, for the information of my Lords Commissioners of the Admiralty, a copy of a letter I have received from Captain Ussher, of his majesty's sloop the Redwing, representing another instance of bravery displayed by him on the 7th instant, off Cape Trafalgar.

I have the honour to be, &c.
JOHN C. PURVIS.

SIR, *His Majesty's sloop Redwing, at sea, 7th May,* 1808.

I have the honour to acquaint you, that this morning at daylight, Cape Trafalgar bearing W.N.W. about six miles, an enemy's convoy was discovered coming down along shore. The winds being very light and variable, I was not enabled to close with them before seven o'clock, at that time, being within point-blank shot, the armed vessels handed their sails, and forming a close line, swept towards us, indicating an intention to board. The just confidence I place in the officers and men that I have the honour to command, induced me to meet the enemy upon his own terms, and I endeavoured to close, to decide the business as quick as possible, in order to secure the merchantmen. Upon arriving within musket-shot, a quick and well-directed fire was opened, our guns doing great execution. At nine o'clock, the enemy completely panic-struck and beaten, pushed their vessels into a heavy surf, sacrificing all their wounded. I instantly sent a boat to try and save as many as I could, as it was distressing to see their situation, but our men were unable to rescue one of them. The merchant vessels, seeing the fate of their convoy, attempted to disperse; some we sunk; others ran into the surf, and, in a short time, disappeared; the rest were captured, excepting three (two of which were armed), that it was not in my power to come up with, owing to our crippled state, having two twenty-four pounders shot through the foremast, one through the mainmast, and one through the gammoning of the bowsprit, that likewise cut the knee of the head asunder.

The steady and cool conduct of the officers and men throughout deserve my warmest praise; and had the enemy possessed resolution enough to have boarded, I could not doubt of the result, though opposed to such superior numbers. My first lieutenant, Ferguson, on this as well as on many other occasions, was a good assistant to me. Nothing can exceed his cool determined conduct, which I have so often witnessed. Lieutenant Webster likewise executed his duty entirely to my satisfaction, as well as Mr. Davis, master, and Mr. Horniman, purser, who were both wounded; the latter, I fear, will lose an eye. It is with the most heartfelt gratification I acquaint you, our loss in men is small, as herewith annexed. I am now on my way to Gibraltar, as our masts must be taken out; but I shall lose no time in refitting, and resuming my station.

I have the honour to be, &c.

Rear-admiral Purvis, &c. T. USSHER.

List of Killed and Wounded in the Boats.

Killed.—Joseph Carter, seaman.

Wounded.—Englebert Jacobson, seaman, severely (who was also wounded on board the sloop); Mr. Davis, master, slightly; Mr. Horniman, purser, severely.

T. USSHER.

List of the Convoy.

The Diligent, of two twenty-four pounders and two eight-pounders, and sixty men; sunk.

The Boreas, of two twenty-four-pounders and two eight-pounders, and sixty men; sunk.

No. 5. of two twenty four-pounders and one thirty-six-pounder, and thirty-six men; sunk.

No. 6. of one twenty-four-pounder and forty men; sunk.

[illegible] of two six-pounders and thirty-five men; escaped.

[illegible] of four six-pounders and twenty men; taken.

[illegible] of four three-pounders and twenty men; escaped.

Merchantmen.

[illegible] captured, four sunk, and one escaped.

MAY 31.

Copy of a letter from Vice-admiral Whitshed, to the Hon. W. W. Pole, dated at Cork, the 24th instant.

SIR,

I have great pleasure in transmitting, for the information of the Lords Commissioners of the Admiralty, the enclosed copy of a letter from Captain Brace, of his majesty's ship Virginie, who arrived this morning with a Dutch frigate in tow. The gallantry and officer-like manner in which this service has been performed, is as strongly exemplified in the modest terms in which it is related, as by the result, and affords an additional proof amongst many of what may be effected by that order and discipline which I have observed to be so well maintained on board the Virginie.

Enclosed is a return of the killed and wounded.

I have the honour to be, &c.

J. H. WHITSHED.

His Majesty's ship Virginie, at sea, the 20th of May, 1808;
SIR, *latitude 46 deg. north, longitude 14 deg. west.*

I beg leave to detail for your information, the capture of the Guelderland Dutch frigate, of 36 guns, commanded by Captain Pool, knight of the order of the kingdom, who is wounded. She was manned with 257 men, and had 28 passengers; a fortnight from Bergen.

It was after an hour and a half's gallant defence in a night action, on the 19th instant, that he surrendered; his masts being shot by the board, 25 of his men killed, and 40 severely wounded. The enemy wore three times, and in his effort to come round the fourth, fell on board the Virginie, and did her the only damage worth notice; for I have been fortunate, having only one man killed and one badly wounded. The night was extremely dark, and the swell so great, that the boarders could not act.

If any credit is attached to this transaction, I entreat you to bestow it on the officers and men; who, under every circumstance in service, merit my warmest commendation; in this I include the officer of the royal marines, and the gallantry of his party.

Could any thing surpass the courage of the people, it was their dexterity in working the ship, which enabled me to keep close to the enemy; and their exertions in getting the boats out to rescue the men of the Guelderland from the flames, that ship taking fire soon after she struck; but through the firm discipline of the enemy, it was put out.

Allow me to mention the first lieutenant, Mr. John Davies, a good officer, of eleven years standing; and Mr. Nathaniel Norton, a mate that has passed for a lieutenant. I am, &c.

Vice-admiral Whitshed. EDWARD BRACE.

A list of killed and wounded on board his Majesty's ship Virginie, in action with the Dutch national frigate Guelderland, on the 19th May, 1808.

William Little, able seaman, killed.
John Woodcock, able seaman, wounded.
William Blanchard, landman, slightly wounded.

E. BRACE, Captain.

JUNE 4.

Copy of a letter from Mr. James Dowie, acting commander of the Prince William Henry revenue cutter, to the Commissioners of the Customs at Edinburgh, and transmitted by the Secretary of that Board to the Hon. William Wellesley Pole.

HONOURABLE SIRS,

I beg leave to acquaint your honours, that upon the afternoon of the

24th instant, Rattray Head bearing W. N. W. distant about three miles, I observed a strange sail standing towards the land, and made for her, upon which she put round, and set all sail to make off. I continued the chase, and about five o'clock got within gun-shot; and about six brought her to action, which was kept up, owing to little wind and a rolling sea, near two hours, when an accident, by the blowing up of some gunpowder on board my cutter, obliged me to give it up until next morning; I then renewed the attack, and about nine o'clock had the good fortune to capture her. She proves to be the Wovehalsen, of North Bergen, Anders Knudson, commander, with four four-pounders, two swivels, and a number of small arms, and thirty-three men. I am concerned to add that this capture was not made without some injury to my crew, six of them being wounded, though none dangerously. On board the privateer one man was killed, and the commander and two men wounded, both of them severely. She was out nine days, had made no capture.

I have the honour to be, &c.

JAMES DOWIE.

Prince William Henry Customs revenue cutter,
Leith Roads, May 27, 1808.

JUNE 11.

Copy of a letter from Vice-admiral Sir James Saumarez, K.B. to the Hon. W. W. Pole, dated on board the Victory, Flemish-road, Gottenburgh, May 30, 1808.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter transmitted to me from Lieutenant Price, acting commander of his majesty's sloop Falcon, addressed to Captain Campbell, of his majesty's ship Dictator, stating his proceedings in the Belt, and giving an account of the destruction of several of the enemy's vessels on the island of Samsoe, and different parts of the coast; and of the cutting out by the boats of that sloop, under the direction of Mr. [illegible], master of the Falcon, from under the batteries of Landholm, two vessels, laden with a thirteen-inch mortar each, and a quantity of shells, intended for the batteries of Samsoe.

I cannot close this letter without recommending, in the strongest manner, Lieutenant Price to the particular notice of their lordships; the zeal and activity he has displayed during the time he has had the command of the Falcon, and particularly his great exertions on the intricate service entrusted to him, entitle him to the highest encomiums in my power to bestow.

I have the honour to be, &c.

JAS. SAUMAREZ.

His Majesty's sloop Falcon, off Samsoe,
May 15, 1808.

SIR,

I think it my duty to state to you a detail of what has occurred to his majesty's sloop under my command since I parted from you: In working up to the station you had assigned me, on the 29th ultimo, I perceived nine pretty large boats on the shore of the island of Endelau, and as troops were seen at the same time, three boats were despatched from the Falcon, and succeeded in burning and otherwise destroying eight out of the nine; the Danish soldiers made a very poor attempt to defend them. At the island of Thunoe six other small craft were destroyed without any resistance. On the 3d instant, a large man of war schooner attempted to escape from Arhures, but after a long and circuitous chase of ten hours, she was again forced into her old port, where she still remains with three other armed vessels. I have likewise to inform you, that the enemy have fortified very strongly the entrance of the harbour of Kyeholm, in the island of Samsoe, and have already fifty pieces of heavy cannon mounted. I learned from one of the prisoners taken in a small market-boat, that vessels were expected from Callundborg with mortars to mount on the batteries; the boats of the Falcon were accordingly in shore every night to intercept them, and on the night of the 7th instant they were so fortunate as to discover the vessels they were seeking, at anchor close under the batteries of Lundholm; they were boarded, and carried in an instant under a heavy but ill directed fire of both great guns and musketry; in bringing them out, one of the boats, which contained a thirteen-inch mortar with all its equipment, and four hundred shells, grounded, and as she was under the enemy's fire, Mr. Ellerton, master of the Falcon, who commanded, was obliged to burn her, which was done most effectually; the other vessel, containing a mortar of 13 inches was brought out; I took the mortar on board, and destroyed the vessel. Mr. Ellerton merits every thing I can say on this occasion; and, I am happy to add, that no loss was sustained on our side, one seaman only being slightly wounded with a musket ball in the arm. One Dane was killed; it appears he was an artillery officer, who had charge of the mortars and mortar stores, and persevered in resistance when all resistance was vain. I have nothing further to add to this statement, but that thirteen boats from the shores of different parts of the island of Samsoe have been destroyed, making in the whole twenty-seven; and as they were all boats adapted for the transportation of troops, I trust you will not disapprove of my having done so. I have the honour to be, &c.

JOHN PRICE, Acting Commander.

Donald Campbell, Esq. captain of his majesty's ship Dictator, &c.

Copy of another letter from Vice-admiral Sir James Saumarez to the Hon. W. W. Pole, dated on board his Majesty's ship Victory, Flemish Road, Gottenburgh, the 30th of May, 1808.

SIR,

Having detached, on the 18th instant, Lieutenant Lucas, in his majesty's hired cutter Swan, with my despatches to Rear-admiral Sir Samuel Hood, on the 24th he fell in with one of the enemy's privateers under the batteries of Bornholm, which, after an action of twenty minutes, blew up and sunk, with the loss of all her crew. Great praise is due to Lieutenant Lucas for his spirited attack of a vessel of superior force under the protection of the enemy's batteries. I am, &c.

J. SAUMAREZ.

His Majesty's hired cutter Swan, off Bornholm, 24 *May*, 1808.

SIR,

I beg leave to acquaint you, to-day, at noon, I observed a cutter-rigged vessel standing from the land towards me. I hove to, and hoisted a Danish jack for a pilot, which decoyed her so far from the shore that I was enabled to come up with her before she could reach the land. At two o'clock I gave chase, and at four had the satisfaction of getting within gun-shot of her. She then commenced her fire; immediately on which the battery on the shore opened their fire, being about a mile from the beach. The enemy, attempting to get a long gun in her stern to bear upon me, she was caught in the wind, which enabled me to get within musket-shot; and, after an action of twenty-minutes, she blew up and sunk. The state of the weather, being nearly calm under the land, the fire of the batteries and several boats coming from the shore, I was under the necessity of quitting the wreck without saving the life of a single one of her crew. The Danish cutter appeared to be a vessel of about one hundred and twenty tons, and mounting eight or ten guns, and apparently full of men. I am happy to add not a man under my command, or the vessel, received the least damage. I have the honour to be, &c.

M. R. LUCAS,
Lieutenant and Commander.

Sir Samuel Hood, K.B. Rear-admiral of the White, &c.

Vice-admiral Dacres, commander in chief at Jamaica, has transmitted to the Hon. W. W. Pole a letter from Captain Argles, of his majesty's ship the Diamond, giving an account of his having captured, on the 29th of February last, the Spanish letter of marque Nuestra Senora de los Dolores, Captain Don Vincento Pica, of two guns and twenty-three men, bound from Vera Cruz to the Havannah, with a cargo of flour, &c. and having on board about one thousand nine hundred dollars in specie.

[illegible] Vashon, commander in chief of his majesty's ships at [illegible] transmitted to the Hon. William Wellesley Pole a letter from [illegible], of his majesty's ship the Ariadne, giving an account [illegible], on the 29th of last month, captured the Danish sloop privateer [illegible], commanded by Sigismund Richelieu, mounting six carriage [illegible] men.

JUNE 21.

[illegible] from Lieutenant John Leach, commanding his Majesty's [illegible], to Vice-admiral Campbell, commander in chief of his [illegible] and vessels in the Downs, dated the 18th instant, and [illegible] last mentioned officer to the Hon. W. W. Pole.

[illegible] to acquaint you, that in standing towards the Galloper, [illegible] an immense long lugsail boat, which I immediately [illegible], when, after four hours' chase, I came up with and captured. [illegible] proved to be the French privateer l'Eté, Captain Louis Pequan-[illegible] St. Vallerey en Caux, last from Calais, constructed to [illegible] armed with small arms, and had on board twenty-two [illegible]

[illegible] in the capture of this vessel, as she was, when I first per-[illegible] near five English merchant vessels, which she must [illegible]. The privateer had been out two days, but had not taken [illegible]. I have the honour to be, &c.

JOHN LEACH,
Lieutenant and Commander.

JUNE 25.

[illegible] Rear-admiral the Hon. Sir Alexander Cochrane, K.B. [illegible] W. W. Pole, dated on board the Belleisle, Carlisle Bay, [illegible]

[illegible] a letter from Capt. Sherriff, of his majesty's sloop [illegible] of the capture of a French brig letter of marque, [illegible] guns, from Bourdeaux bound to Guadaloupe: also an [illegible] both of which were taken by not knowing that the island of Deseada was in our possession, where the armed brig ran for protection. I have the honour to be, &c.

ALEX. COCHRANE.

His Majesty's sloop Lily, Deseada,
April 21, 1808.

SIR,

This morning the squadron under my command, as per margin,* captured the French letter of marque brig Jean Jacques, pierced for eighteen guns, only six mounted, long nine-pounders, thirty-six days from Bourdeaux, bound to Guadaloupe.

I have great pleasure in bearing testimony of the gallant conduct of the Mosambique, which, from being far ahead, was enabled to bring the enemy to close action, obliging him to strike just as the other vessels came up.

Seeing another brig to windward, the boats of the squadron were sent in chase; and I am happy to say, that, although on fire fore and aft, and abandoned, they succeeded in extinguishing the flames. She proves to be the brig Brothers, of Liverpool, and ought to have left Barbadoes under convoy of the Hawke, but did not sail till three or four hours after the convoy had bore up from Carlisle bay, and consequently was captured by this brig.

I have the satisfaction in adding this service was performed without loss on our side; the enemy had one man wounded.

The capture of the Jean Jacques is of more importance, as she was sent out for the express purpose of cruising in these seas, and, from her superior sailing, would have proved a great annoyance to the trade.

I have the honour to be, &c.

W. H. SHERIFF.

To C. W. Nesham, Esq. Captain of his majesty's ship Ulysses, and senior officer, Deseada.

Naval Court Martial.

LATELY was tried by a court martial, at Antigua, Lieutenant Purvis (nephew of Admiral Purvis), of the Belleisle, for wounding three French officers, who were in a cartel, bound to Martinique; he was, after three days trial, sentenced to be dismissed the service.

Promotions and Appointments.

Captain Fowke is appointed to be commodore of the prison-ships at Chatham.

Captain Thorn is appointed to command the Gorgon hospital ship, attached to the Baltic fleet.

Captain Henderson is appointed to command the Agincourt.

Captain Gifford is appointed to command the sloop Sarpen.

Captain William Buchanan is appointed to command the Fleche sloop.

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* Lily, Captain Sheriff; Express, Lieutenant Dowers; and Mosambique, Lieutenant Jackson.

Captain Renwick is appointed to command the Combatant.

Captain Pickford is appointed to command the sloop Glomen, at Chatham.

Rear-admiral the Hon. A. Gardner has hoisted his flag on board the Bellerophon.

Captain J. Irwin is appointed to command the Valorous.

Captain Thomas Briggs is appointed to command the Theseus, *vice* Beresford.

Captain Webb is appointed to command the sloop Thrush.

Mr. J. C. Hyde is appointed to be surgeon of the Renommée.

Mr. Alexander Cleghorn to be assistant-surgeon of the Nassau.

Mr. William Boyce to be surgeon of the Sarpen.

Mr. William Higgon to be assistant-surgeon of the Bold gun-brig.

Captain P. C. Durham is appointed to command the Renown, *vice* Capt. Alexander; Captain Colby to command the Royal Sovereign, *vice* Captain Garret; Captain Hon. G. Granville Waldegrave, son of Admiral Lord Radstock, is appointed to command the Thames frigate, *vice* Taylor.

Mr. G. Edwards is appointed to be assistant-surgeon of the Ville de Paris; Mr. James Smiley to be assistant-surgeon of the Warspite.

Mr. F. B. Spilsbury to be surgeon of the Centurion; Mr. Wm. Maybank to be surgeon of the Thrush; Mr. Paul Slade Knight to be surgeon of the Childers; and Mr. Samuel Allen to be surgeon of the Stately.

Captain Fanshawe, son of the commissioner of Plymouth dock-yard, is appointed to command the Grasshopper sloop, *vice* Searle, promoted.

Lieutenant C. W. Thurson to the Endymion; Lieutenant Richard O'Conner to the Diomede; Lieutenant Robert Oliver to the Rover; Lieutenant F. Steel to the Glomen; Lieutenant William Pye to the Royal William; Lieutenant William Black to the Polyphemus; Lieutenant John Beach to the Trusty.

Captain W. B. Hunt is appointed to the Alonzo.

Lieutenant C. Allen to the Bombay.

Lieutenant Ramsay is appointed to act as captain of the Eurydice by order of Admiral Montagu.

Mr. William Cowling is appointed to be hospital mate at Plymouth.

Mr. William Clifford to be assistant-surgeon of the Saturn; Mr. Roger Soden to be assistant-surgeon on board the Cossack.

Mr. Ralph Falen to be surgeon of the Genereux; Mr. Edward Lloyd to be surgeon of the Hero; Mr. B. West to be surgeon of the Glomen.

Captain John M'Cuily is appointed to command his majesty's sloop [illegible].

Doctor William Tate is appointed to be physician of the naval hospital at Yarmouth; and Mr. J. D. Burke, surgeon of the Majestic, to be surgeon of that hospital.

Mr. Kent, of Greenwich hospital, is appointed to be assistant-surgeon [illegible] Greenwich, *vice* Rutherford, deceased.

Lieutenant Samuel Marsengall to the Triumph; Lieutenant Henry Davis to the Venerable; Lieutenant H. D. Parker to ditto; Lieutenant John [illegible] to ditto; Lieutenant James Wilfor (2) to the Majestic; Lieutenant Duncan M'Donald to the Aboukir.

[illegible] is appointed to command the Peruvian.

Lieutenant R. Haverfield to the Venerable.

Captain Rowley is appointed to command the Nereide, at the Cape of Good Hope.

Lieutenant Samuel Strong is appointed to the Scorpion; Lieutenant Thomas Stevenson to the Parthian.

Captain William Cumberland, paid off in the Leyden, is appointed to command the Stately.

Captain Charles Craven is appointed from the sea fencibles, to be governor of the royal hospital at Haslar, *vice* Yeo, deceased.

Captain William Knight is appointed to the Alonzo.

Captain Paterson is appointed to the Hawke sloop, *vice* Captain Ayscough, deceased; and Captain de Courcy to the command of the Fawn sloop, *vice* Captain Fasham Roby, deceased.

Lieutenant James Groves is appointed to the Venerable; Lieutenant Edward Tobin to the same; Lieutenant Edward Hall to the Nassau; Lieutenant William Sandom to the Bonne Citoyenne; Lieutenant Alexander Forrest to the Isis; Lieutenant John Roots to the Peruvian; Lieutenant William Mildridge to the Emerald; Lieutenant William Harris Smith to the Combatant.

Mr. James Hunter is appointed to be hospital mate at the royal hospital at Deal.

Mr. Robert Bruce to be surgeon of the Peruvian; Mr. William Jackson to be surgeon of the Illustrious; Mr. Thomas Stone to be surgeon of the Agincourt.

Mr. David Lewis to be assistant-surgeon of the Gorgon hospital ship; Mr. G. Pearson to be assistant-surgeon of the Ardent; Mr. John Leach Moore to be assistant-surgeon of the Invincible.

Mr. Samuel Denison to be surgeon of the Clyde; Mr. Hugh Love to be surgeon of the Fylla; Mr. Robert Marks to be surgeon of the Combatant; Mr. James Julius Ingar to be surgeon of the Delphinea; Mr. Henry Cowan to be surgeon of the Impetueux; Mr. Andrew Boutflower to be surgeon of the Beagle; Mr. William Dryden to be surgeon of the Pheasant.

Mr. Henry William Keele to be an hospital mate at the royal hospital at Haslar.

Mr. Michael M'Carthy Cornick is appointed to be surgeon of the Royal George; Mr. Robert Crowe to be surgeon of the San Ysidro; Mr. George Campbell to be surgeon of the Valorous; and Mr. Alexander Baxter to be surgeon of the Alfred; Mr. Richard Coniby to be assistant surgeon of Weymouth store ship.

Captain John Quilliam is appointed to command the Spencer.

Lieutenant John Mead is appointed to the Tonnant; Lieutenant William Agar to the Minerva; Lieutenant Joseph Bolt to the Aigle; Lieutenant G. S. Cox to the Foxhound.

Lieutenant Robert Ramsay to command the Misletoe schooner.

Captain William Cumby is appointed to the Polyphemus.

Lieutenant M. Anthony to the Fury gun-brig; Lieutenant George Vallack to the Cockatrice armed ship; Lieutenant Edmund Denham to the Polyphemus; Lieutenant G. Gujon to the Christian VII. Lieutenant Wolridge to ditto; Lieutenant Scott to ditto.

Captain William Cuming is appointed to command the Bombay.

Lieutenant John Barker to the Bombay; Lieutenant Joseph Patey to the Royal George; Lieutenant William Henry Dixon to the Bombay; Lieutenant Thomas Howard to the Agincourt; Lieutenant G. Froke to ditto; Lieutenant W. Phipps to the Minerva; Lieutenant A. Dobbs to the Bustard; Lieutenant J. Wharton to ditto; Lieutenant A. Wells to the Vesuvius; Lieutenant F. Price to the Hero; Lieutenant William Truscott to the Sheldrake.

Captain Joseph Packwood is appointed to command his majesty's sloop the Childers.

Lieutenant G. A. Schultz to the Parthian; Lieutenant Newdegate Pointz to the Hound; Lieutenant Robert Forder to the Valorous; Lieutenant William Roberts to the Ariel.

Captain David Colby is appointed to command the Royal Sovereign.

Lieutenant Henry D. Byng to the Centurion; Lieutenant Richard Devonshire to the Aigle; Lieutenant R. S. Maw to the Oberon.

Captain Samuel Warren is appointed to command the Bellerophon, the flag ship of Rear-admiral the Hon. A. Gardner.

Lieutenant Charles Benett to the Vanguard; Lieutenant Robert Lowthian to the Hindostan.

Captain John Hatley is appointed to command the Boadicea, *vice* Captain John Maitland.

Lieutenant William Green is appointed to the Eurydice; Lieutenant A. Hardy to the Brisk; Lieutenant Roger Woolcombe to the Impetueux; Lieutenant Thomas Wing to command the San Pariel prison ship; Lieutenant John Hilton to the Bustard; Lieutenant C. Collett to the Sarpen; Lieutenant C. D. Castle to the Orestes; Lieutenant T. Howard to the Iris.

Captain the Honourable Edward Rodney, son of the late Admiral Lord Rodney, is appointed to command his majesty's sloop Fylla.

Captain James Welch to command the Racoon; Captain John Pengelley to command the Fyderen; Captain Robert Pettet to command the Briseis; Captain Edward Bass to command the Gluckstadt; Captain John M'Kerlie to command the Diligence.

Lieutenant James Richards is appointed to the Namur; Lieutenant G. Fairless to the Jamaica.

Captain the Hon. Charles Paget is appointed to command the Leviathan.

Lieutenant William Gilchrist is appointed to the Irresistible; Lieutenant Thomas Southey to the Dreadnought; Lieutenant Robert Pilch to the Bellerophon; Lieutenant Joseph Taylor to the Neptune; Lieutenant John Foote to ditto; Lieutenant Robert Smith to the Fylla.

A list of midshipmen passed for lieutenants:—Basil Hall, Nicholas Barnes, Charles Wallington, Rowland Milner, William Jones, John W. Watling, James F. Warren, John M. Stother, Richard Pococke, John Howell, Charles H. Norrington, Maurice B. Bisset, Thomas Saunders, James Tandy, Richard Rawle, John Lamb, Henry Hire, William Ody.

BIRTHS.

At Stoke, near Gosport, on the 23d May, the lady of Captain Samuel Chambers, of the royal navy, of a daughter.

On the 25th May, Mrs. Saunders, wife of Captain T. Saunders, of the Honourable East India Company's ship Northampton, of a son.

On the 9th of June, at Belmont Castle, the seat of Sir George Prevost, Bart. the lady of Captain Prevost, of his majesty's sloop Saracen, of a daughter.

MARRIAGES.

On the 2d of June, at St. George's, Hanover-square, by the Rev. Mr. Hodgson, Captain William Ireland Jones, of the Madras establishment, to Margaret, eldest daughter of the late Captain David Thompson, commander of the Earl of Dartmouth East Indiaman.

Lately, James Moncrieff, Esq. advocate at Edinburgh, to Miss A. Robinson, youngest daughter of the late Captain G. Robinson, of the royal navy.

At Edmonton, Captain Charles Malcolm, of the royal navy, to Miss Pasley, daughter of the late C. Pasley, Esq.

At Broughton, Lincolnshire, the Rev. James Gifford, of Roby, A. M. chaplain in the royal navy, to Ann, widow of Thomas Swann, Esq. banker, of Gainsborough.

OBITUARY.

On the 29th of May, on board the Warspite, at Long Reach, commanded by the Hon. Henry Blackwood, Mr. Lewis, assistant-surgeon of that ship.

Lately, in the West Indies, Mr. Arthur French, surgeon of the Adamant.

On the 25th of May, on board the Amazon, off Ferrol, in the 17th year of his age, of the measles, Mr. Bohemyn Tomykins, midshipman of that ship.

Lately, at Portsmouth, whilst walking on the common with an old messmate, James Collier, Esq. (who served for near thirty years as a purser in the royal navy, with honour to himself, and universally beloved and respected by all who knew him), fell down, and instantly expired.

Lately, at Bath, Mrs. Kittoe, lady of Captain Edward Kittoe, of the royal navy, formerly the wife of the gallant Captain Ralph Willet Miller, of the Theseus, who gloriously fell after the battle of the Nile at the siege of St. Jean d'Acre, in the Holy Land.

On the 12th of June, at Pentonville, where he removed for the recovery of his health, George Rutherford, Esq. an old surgeon in the royal navy, and one of the assistant-surgeons of Greenwich hospital and the chest of Greenwich. He was much respected by all his friends for his conduct as a gentleman and an officer.

On the 14th of June, at the royal hospital at Haslar, William Yeo, Esq. governor of that institution, and one of the captains of his majesty's navy on the superannuated list.

On the 8th of April, in the West Indies, Captain James Ayscough, of his majesty's sloop Hawke, son of the late Captain Ayscough, R. N.

Lately, in the West Indies, Captain Fasham Roby, commander of the sloop Facon.

At Helston, Admiral Kempthorpe.

INDEX

TO

THE NINETEENTH VOLUME.

A.

ACTIONS—Between Captain Bell and four Dutch prows, off Batavia, April 15, 1807; page 35. Capt. E. B. Bettesworth and a Danish flotilla, off Bergen, May 15, 1808; 420. Captain Dillon and a Danish ship of war, on the coast of Norway, March 14, 1808; 282. Captain Rogers and the Genii French privateer, 184. Captain Woodriff and a French squadron, off Scilly, September 26, 1805; 170. The boats of the Emerald frigate and a French schooner, off Vivero, March 14, 1808; 455.

Admiralty, droits of, accounts respecting the, 245.

Agatha, loss of the, 478.

America, extract from an interesting narrative of travels in, 276. Nautical survey in, 280.

American vessel, curious capture of, 285.

Amicus, loss of the, 57.

Anchors, facts respecting lost, 202.

ANECDOTES—Of a British sailor, 379. Admiral Douglas, 32. The crew of the Majestic, 33. Admiral Montagu, 190.

Animadversions on Lord M.'s assertion respecting the want of men in the British navy, 296.

Anne, account of the loss of that ship, 297.

Anson frigate, loss of the, 55, 452.

Aymé, M. narrative of his shipwreck and narrow escape, 265.

B.

Ball of fire, account of one, 53.

Beachy Head, extracts from Charlotte Smith's poem, entituled; 61, 417.

Ben the sailor, 378.

Bombay, liberality of the mercantile society at, 118.

Boreas, loss of his majesty's ship, 54.

Bewaniong Portuguese ship, loss of, 395.

Brisson, M. de, his shipwreck and sufferings, 211, 299, 398.

British flag, instances of the acknowledgment of the superior rights thereof, 36.

BULLER, Captain EDWARD, portrait and biographical memoir of, 177. His family, birth, and education, *ib.* Enters the royal navy as midshipman, under the auspices of Lord Mulgrave, and is present with him in Admiral Keppel's engagement with the Count d'Orvilliers, *ib.* Made lieutenant of the Sceptre, of 64 guns, *ib.* Distinguishes himself in Sir Edward Hughes's actions with the French admiral, Suffrein, 178. Promoted to the rank of commander, and exposed to a dreadful hurricane on the coast of Coromandel, *ib.* Appointed to the Brisk sloop of war, on the American station, *ib.* His services there, *ib.* Instance of his humanity, 179. His further promotion, and marriage, *ib.* Appointed to the Porcupine frigate, and subsequently to the Adventure, of 44 guns, *ib.* His narrow escape, in the latter, from a French fleet, *ib.* Convoys the India fleet to the Cape of Good Hope, in the Crescent frigate, 180. Assists at the capture of the Dutch fleet in Saldanha bay, *ib.* Returns to England, and assumes the command of the Sea Fencibles on the coast of Devonshire, *ib.* Succeeds to the command of the Edgar, of 74 guns, and afterwards to l'Achille, of the same force, *ib.* His services in the latter ships, 181. Elected a member of Parliament, and chosen recorder of East Looe, in Cornwall, *ib.* Appointed to the command of the Malta, of 84 guns; assists in blockading various ports of the enemy; and particularly distinguishes himself in Sir R. Calder's action with the combined fleets of France and Spain, *ib.* Testimony of his majesty's approbation of his gallantry on that occasion, *ib.* Joins Rear-admiral Louis in the unsuccessful pursuit of Jerome Buonaparte, 182. Falls in with and captures le President French frigate, of 44 guns, *ib.* Returned a second time to Parliament, as representative of East Looe, *ib.* Sails to the Mediterranean, and is invested with the command of the in-shore squadron off Malta, *ib.* His activity and zeal in that situation, *ib.* Further proof of his humanity, 183. Takes his seat in the House of Commons, a third time, as member for East Looe, *ib.* Compelled by illness to withdraw from active service, *ib.*

Burgess, Captain R. R. inscription on his monument, 488.

Burke, Right Hon. E. verses addressed to, 246.

C.

Canvass, Calcutta, testimony in favour of, 278.

Catherine, St. loss of the, 211.

Charente French frigate, loss of the, 205.

Childers sloop of war, action of, with a Danish brig, 282.

Clara, the maniac, a poetic effusion, 60.

Commons, House of, proceedings in, 75, 148, 248, 335, 425.

Conflict, dreadful one between his majesty's sloop Victor and a Dutch prow, 35.

Copenhagen, stores taken at, 492.—*Vide* Danish fleet.

Correspondence, 36, 116, 196, 286, 382, 460.

Courts-martial (Naval)—On the officers of the Anson, 83. On Serjeant Aburrow, of the Sheldrake, *ib.* On Mr. Cunningham, of the Proserpine, *ib.* On Lieutenant Woodward, of the Lion, *ib.* On Captain Woodriff, of the Calcutta, 170. On Mr. J. Brenholm, of the Centurion, 173. On Surgeon Williams, of the Skylark, *ib.* On Lieutenant Lillyman, of the same, *ib.* On Mr. J. Smith, of the Speedy, 260. On Captain Honeyman, &c. of the Leda, *ib.* On five mutineers of the Edgar, 347. On Lieutenant Young, of the Snapper schooner, *ib.* On Lieutenant Purvis, of the Belleisle, 511.

D.

Dacres, Vice admiral, vote of thanks of the government of Jamaica to, 190.

Danish islands of St. Thomas and Santa Cruz, official account of the surrender of, &c. 156.

——— fleet, protest in the House of Lords against the seizure of, 66. Its estimated value, 185, and state, 191.

Dardanelles, copy of the secret orders transmitted to Sir J. Duckworth, respecting his conduct there, 273. Official report of Sir S. Smith's success against the Ottoman squadron, 292. Proceedings in Parliament respecting the Dardanelles, 425.

Debating Society at Liverpool, 379.

Douglas bay (Isle of Man), description of, 217.

E.

Ellison, Captain Joseph; portrait and biographical memoir of, 1. His birth and family, *ib.* Sketch of his early professional progress, 2. Made a temporary commander, in the commencement of the American war, 3. His fatiguing and dangerous services at Boston, *ib.* Assists General Sir William Howe in his operations at Bunker's Hill, *ib.* Handsome compliment paid him by that officer, *ib.* Returns to England, and removes to the Rippon, the flag-ship of Sir Edward Vernon, 4. Shares in the action between Sir Edward and the French fleet of M. Tranjolly, off Pondicherry, *ib.* Aids Admiral Vernon in the reduction of that town, as acting lieutenant of the Cormorant sloop of war, *ib.* Falls into the hands of the Mahometans at Suez, and is released, through the spirited conduct of Captain Owen, *ib.* Conveys Captains Young and Runbold from Trincomale to England, charged with despatches relating to the capture of Pondicherry, 5. Removed to the Queen, one of the ships chased by the French and Spanish fleets off Plymouth, *ib.* Appointed to la Prudente, and detached, in company with the Licorne, on a cruise off Cape Ortegal, *ib.* Falls in with, and engages la Capricieuse French frigate for four hours and a half, unassisted by the Licorne, *ib.* Victorious result of the action, 6. Intrepidity, wounded state, and narrow escape of Lieutenant Ellison, *ib.* Honourable marks of attention paid him by various officers of the navy, 7. Original letter written by General Ellison on this occasion, 8. Another, from his aunt, *ib.* Another, from Sir T. Clavering, 9. Another, from Captain Waldegrave, on the subject of his expected promotion, 10. Fallacy of that expectation, 11. Appointed to a rendezvous at Gosport, *ib.* His services in that station, *ib.* Receives the thanks of the board of Admiralty, *ib.* Letter transmitted to him by the secretary thereof, *ib.* Appointed master and commander of the Ostrich sloop of war, 12. Congratulatory note of Captain Waldegrave, *ib.* Promoted to post rank in the Panther, and from thence removed to the Ariadne, *ib.* Letter of Admiral Keppel respecting that vessel, *ib.* Ordered to the coast of Ireland, for the purpose of exploring a fishing bank, 13 Further communications from Lord Keppel and General Ellison, *ib.* Compelled by ill health to retire from the service, 14. Solicits employment, and obtains the command of the Druid, of 32 guns, *ib.* His services therein, *ib.* Pays his respects to his majesty at Portland, 15. Conference which ensued, *ib.* Sails on a cruise, and captures a French privateer and two merchantmen, *ib.* Acts successively under the command of Admirals Warren, Macbride, and Saumarez. *ib.* Action between the latter and a French squadron, in mid-channel, June 8, 1794; 16. Captain Ellison receives the thanks of Sir James Saumarez, for his gallantry in that engagement, 17. Removes to the Standard, of 64 guns, under the orders of Sir J. B. Warren, *ib.* Compliment paid him by the lords of the Admiralty, *ib.* Joins Lord Bridport's squadron off Ushant, 18. Proceeds to the blockade of Belleisle, *ib.* Detail of his operations before that place, 18—22. Fac-simile of his hand-writing, 19. Despatched to St. Helena, to convoy home a fleet of East Indiamen assembled at that island, *ib.* Complimentary letter of R. Brook, Esq. governor thereof, *ib.* Receives the approbation of the Admiralty board and of the court of directors of the East India company, 23. Fac-simile of their secretary, Mr. Ramsay's, hand-writing, 24. Fac-simile of Captain Suasse, one of Captain Ellison's colleagues in the Belleisle expedition, *ib.* Appointment of Captain E. to the Marlborough, of 74 guns, 26. Disaffected state of that ship, *ib.* Saves the Belvidere East Indiaman from destruction. 27. Gratitude of her captain, *ib.* Presented by the underwriters of that ship with 100 guineas and a piece of plate, 28. Joins Lord St. Vincent off Cadiz, *ib.* Quells a mutiny on board the Marlborough, 29. Appointed to regulate the impress service at Gravesend, *ib.* Made a captain of Greenwich hospital, and a director of the chest thereof, 30.

English seamen, character of, 30.

Epitaph, poetical, on Mr. Kirby, of his majesty's ship Leviathan, 65.

Etrusco, *vide* Sir H. Popham.

F.

Fac-simile of the Hon. W. Waldegrave's hand writing (now Lord Radstock), 10. Of Lord Keppel's, 12. Of R. Hopkins' (formerly a lord of the Admiralty), 17. Of Captain Ellison's, 19. Of Governor Brooke's, of St. Helena, 23. Of Sir Evan Nepean's, *ib.* Of Mr. Secretary Ramsay's, of the India House, 24. Of the late Admiral Roddam's, 296. Of Captain T. M. Hardy's, 385. Of Captain E. J. Foote's, *ib.* Of Captain Freemantle's, 386.

Fleet, English, list of the, employed against Louisbourg in the year 1757; 98. List of the combined squadrons of France and Spain which entered the British Channel, A.D. 1779; 106. List of the Channel fleet under Sir C. Hardy at the same period, 104.

Flora, loss of his majesty's ship, 299.

Folkestone Harbour, state of, 459.

Foote, Captain, review of the Vindication of his Conduct at Naples, 130.

French prisoners, singular escape of some, 285.

G.

Golden Rule, loss of the ship, 59.

Guayra, la, view of, 49.

Gulf-stream (North America), heat of the water in the, 302.

H.

Hardy, Vice-admiral Sir Thomas, Knt. biographical memoir of, 89. His nativity, and entrance into the navy, *ib.* Made a lieutenant, commander of the Charles fire-ship, and subsequently of a man of war, *ib.* Appointed to the Pembroke, of 60 guns, and ordered to join the expedition of Sir G. Rooke against Cadiz, *ib.* Despatched, on the failure of that enterprise, to take in water at Logos bay, *ib.* Acquires intelligence from thence of the situation and destiny of a squadron of Spanish galleons under convoy of a French fleet, 90. Great success of Admiral Rooke against them, in consequence, *ib.* Captain Hardy brings home the despatches relating thereto, and receives the honour of knighthood and a pecuniary reward, *ib.* Accompanies Sir C. Shovel, in the Bedford, of 70 guns, to the Mediterranean, 91. Distinguishes himself in the memorable action off Malaga, August 13, 1704; 91. Serves under Sir S. Fairborne, in his expedition to the river Charente, and afterwards in that against Ostend, *ib.* Appointed commodore of a small fleet ordered to cruise in soundings, *ib.* Falls in with a French squadron whilst escorting the outward-bound Lisbon fleet—line of conduct pursued by him on that occasion, *ib.* Brought to a court-martial, and acquitted, *ib.* Examined at the bar of the House of Lords, *ib.* Appointed first captain to Admiral Sir John Leake, in the Mediterranean, 92. Promoted to the rank of rear-admiral of the blue, and sent with a small fleet to blockade Dunkirk, *ib.* Captures, in the succeeding year, six French merchantmen, within soundings, *ib.* Despatched, under Sir John Norris, with a squadron, to assist the northern powers against Sweden, *ib.* Dismissed from the service, restored, and made vice-admiral of the red, 93. Dies in retirement, *ib.*

———, Vice-admiral Sir CHARLES, Knt. (son of the preceding); brief memoir of, 93.

HARDY, Admiral Sir CHARLES, Knt. (son of the preceding); portrait and biographical memoir of, 89. Particulars of his family, 89—95. Promoted to the rank of post captain, 95. Cruises off the coast of Georgia, on which colony the Spaniards had made a formidable descent, *ib.* Official account of that event, *ib. n.* Appointed governor and commander in chief of the island of Newfoundland, &c. 96. Returns to England; in his passage suffers some of his convoy to be captured; is tried by a court-martial, and acquitted, *ib.* Falls in with and repulses a French man of war of superior force, *ib.* His marriage, 97. Appointed governor of New York, and knighted, *ib.* Promoted to the rank of rear-admiral of the blue, and ordered to convoy the troops under Lord Loudon to St. Louisbourg, *ib.* List of his squadron, 98. Joins Admiral Holbourne at Halifax, *ib.* Strength of their combined force, *ib.* They abandon the attack on Louisbourg, on account of the superiority of the enemy in that harbour, 99. Receive a reinforcement from England under Captain Geary, and resume the object of the expedition, 100. Damages sustained by the fleet in a storm, *ib. n.* Sir C. Hardy resigns his government, and returns to England, 101. Raised to the rank of rear-admiral of the white, and ordered to make a second attempt on Louisbourg, *ib.* Succeeds in capturing a French ship of war, laden with stores for that garrison, *ib.* His services in the reduction of Louisbourg, 102. Destroys the French settlement in the Gulf of St. Lawrence, *ib.* Returns to England in company with Admiral Boscawen, and unsuccessfully chases a French squadron in the passage thereto, 103. Promoted to the rank of vice-admiral of the blue, *ib.* His various services in conjunction with Sir E. Hawke, *ib.* Appointed governor of Greenwich hospital; elected a member of Parliament; progressively raised to the rank of admiral of the white; and made commander in chief of the channel fleet, 104. Entrance of the combined fleets of France and Spain into the British channel, *ib.* List of the English fleet, *ib.* Strength of the enemy, 106. Movements of the hostile squadrons, 107. Sudden death of Sir Charles, 108. His character, *ib.*

Harold, a poetical legend, 138.

Helena, St.—Johnson's description of, 121.

Hemp, declaration of the commissioners of the navy respecting the culture of, 423.

HOLLOWAY, Vice-admiral JOHN; portrait and biographical memoir of, 353. His birth, and entrance into the royal navy, *ib.* Serves under Captain Lord Graves, Sir Hugh Palliser, Admiral Durell, and Commodore Sir S. Hood, *ib.* His early diligence in his profession, *ib.* Advanced to the rank of lieutenant, *ib.* Appointed to the Perseus, Captain K. Elphinstone, and afterwards to the Preston, Commodore Hotham, of 50 guns, 354. Gallantry of that vessel in Lord Howe's engagement with the French fleet of M. d'Estaing, *ib.* Lieutenant Holloway accompanies Commodore Hotham to the West Indies, and assists in the reduction of St. Lucia, *ib.* Removes to the Vengeance, of 74 guns, and subsequently to the Princess Royal, the flag-ship of Admiral Parker, who promotes him to the rank of commander, *ib.* Further advanced to post rank, and attached to Sir G. Rodney's fleet, whom he assists in his three first engagements with the Count de Guichen, *ib.* Strictures on the action which took place on the the 17th of April, 1780; *ib.* n. Captain Holloway's distinguished conduct in the third conflict, 356. Particular account thereof, *ib.* The French account, 357. Additional observations thereon by Admiral Rodney, 358. Coolness and firmness of Captain Holloway in the dreadful hurricane in the West Indies, October 10, 1780; *ib.* Danger and singular preservation of the Amazon, 359. Marriage of Captain Holloway, 361, n. While convoying home a fleet of merchantmen, falls in with a French squadron of superior force, 361. Result of that event, *ib.* Appointed to the command of the Cambridge, and sent under Lord Howe to the Texel, *ib.* Removed to the Buffalo, and attached to the fleet destined for the relief of Gibraltar (A.D. 1782), *ib.* Parts from the fleet by order of Lord Howe, and narrowly escapes capture by the enemy, 362. Throws succours into Gibraltar, and is complimented by the commander in chief, *ib.* Strictures on the judgment of the latter, in selecting the Buffalo for this service, *ib.* Dangerous situation of that ship in the engagement which ensued between the English and combined fleets of the enemy, 362, 363. Captain Holloway returns to England, and is appointed to the Vigilant, 363. Removed to the Solebay frigate, and sent to the Leeward Islands, where he forms a friendship with Captain H. Nelson, *ib.* On the same station commences an acquaintance with H. R. H. the Duke of Clarence, and is particularly distinguished by him, *ib.* Attends that prince in his visits to the different islands, 264. Returns to his friend, Admiral Hotham, as captain of his flag-ship, *ib.* Proceeds with him to the Mediterranean in the commencement of the French war of 1793, *ib.* On the accession of Admiral Hotham to the chief command on that station, is made captain of the fleet, *ib.* Official account of the action which took place between the English and French fleets, off Genoa, March 14, 1795; 364. The commander in chief's honourable testimony of the services of Captain Holloway therein, 366. List of the British fleet, and its order of battle, *ib.* Strength of the French squadron, 367. Parliament vote their thanks to the former, for their conduct on that occasion, 368. Letter to Admiral Hotham, from the Viceroy of Corsica, conveying to him, his officers, and men the thanks of the government of that island, 369. Official account of a subsequent engagement off the Hieres islands, July 12, 1795; *ib.* Distinguished mark of favour conferred on Admiral Hotham by his majesty, 371. Appointment of Captain Holloway to the Duke and afterwards to the St. George, 372. Raised to the rank of rear-admiral, and appointed second in command at Portsmouth, *ib.* Further advanced to the rank of vice-admiral, and ordered to hoist his flag in the Downs, *ib.* Offered a seat at the Admiralty Board, which he declines, *ib.* Appointed governor of Newfoundland and commander in chief on that station, *ib.* His able and conciliatory conduct there, *ib.* Letter received by him from his friend Admiral Lord Nelson. 373. His dignified conduct on courts-martial, and general character, *ib.*

Hoogly, rapidity of the tides in that river, 307.

K.

King's speech on January 21, 1808; 71.

Kirby, Mr. late midshipman of the Leviathan, epitaph on, 65.

L.

Larch, its use in ship-building, 194.

Lay of the last Minstrel, canto vi. 241.

Letters, Gazette, 76, 154, 253, 336, 425, 496. (*Vide* Gazette Letters.)

Letter to the Editor, on the rights of the British flag, 36.

——— to ditto, enclosing addenda to the life of Sir E. Pellew, 38.

——— from Sir J. Saumarez, to the Hon. W. W. Pole, stating the particulars of the loss of his majesty's ship Boreas, 54.

——— from Lieutenant Gill, respecting the loss of the Anson frigate, 55.

——— to the Editor, describing the naval figures on the tapestry of the House of Lords, 116.

——— to ditto, enclosing an account of the singular escape of two seamen from Sallee; and the particulars of the action between his majesty's ship Pearl and the St. Michael French privateer, *ib.*

——— to ditto, respecting the liberality of the mercantile society at Bombay, 118.

——— describing the action fought by the Windsor Castle packet with a French privateer, 184.

——— from the secretary of the governor and council of Sierra Leone, to Lieutenant Sherriff, conveying their thanks to him for his great services to that colony, 187.

——— from the chairman of the court of directors of the same to the same, for ditto, 187.

——— from a gentleman at South Carolina, describing a newly-invented steam boat, 188.

——— from the Speaker of the House of Assembly of Jamaica, to Vice admiral Dacres, conveying a vote of thanks to him, for his services to that island, 190. Vice-admiral Dacres' reply, 191.

Letter from Admiral Gambier to the Hon. W. W. Pole, on the state of the fleet seized at Copenhagen, 191.

——— respecting the loss of the ship Vulcan, 192.

——— of A. F. Y. to the Editor, on the management of the navy, 196, 286, 289, 382, 460. On the public services of naval officers, 471.

——— to the Editor, respecting the defence of the coasts, 199.

——— to the same, on the conduct of those employed in recovering lost anchors, 202.

——— to the same, on the present state of the Newfoundland fishery, 204.

——— from Lord Collingwood to Sir J. Duckworth respecting the conduct he was to pursue at the Dardanelles, 273.

——— from Captain W. H. Dillon to Rear-admiral Vashon, describing the action between the Childers sloop of war and a Danish galliot, 282.

——— from Sir S. Smyth to Sir J. Duckworth, reporting his successful attack on the Ottoman squadron, 292.

——— to the Editor, on an erroneous statement respecting our want of ships, 296.

——— from an officer of the Flora, concerning the loss of that ship, 299.

——— to the Editor, on the parliamentary duties of naval officers, 387.

——— to Sir J. Nicholl, Advocate General, on the disposal, &c. of prize ships, 390.

——— to the Editor, enclosing a view taken on the coast of Norway, and a description of the navigation thereof, 405.

——— from Admiral Cornwallis, correcting a misstatement respecting him, 463.

——— to the Editor, assigning to Admiral Graves the principle of the invention of the life-boat, 469.

——— to ditto, on the gallantry of Admiral Roddam in his unfortunate action in the Greenwich, 470.

Life-boat, description of a newly invented, 458.

Lines on Mother Carey and her Chickens, 488.

——— on a ship under full sail, 490.

Lisbon, account of an earthquake off, 112.

———, view of the Rock of, 138.

LITERATURE, *vide* NAVAL LITERATURE.

LORDS, HOUSE OF, proceedings in, 71, 146, 246, 334, 424.

——————, list of the persons represented on the tapestry of the, 116.

LOUIS, Sir THOMAS, disposal of the sword intended to be presented to him, 380.

LYDIARD, Captain CHARLES, portrait and biographical memoir of, 441. Enters the royal navy, *ib.* His long and meritorious service as a midshipman, *ib.* Promoted to the rank of lieutenant, in the Sincere, 442. Cuts out some vessels from the enemy's coast, *ib.* Removed to the Captain, of 74 guns, and is further engaged in actual service, *ib.* Is made first lieutenant of the Southampton frigate, *ib.* Assists in the blockade and subsequent engagement with two French frigates off the coast of Genoa, 443. Glorious termination, but unfortunate result of the action, *ib.* Honourable and hazardous service assigned to and executed by the Southampton, Captain Macnamara, 444. Extract from his letter to Sir J. Jervis, detailing the particulars thereof, *ib.* Bravery displayed by Lieutenant Lydiard on this occasion, *ib.* Promoted, in consequence, to the command of the captured ship, 445. Returns to England, and is successively appointed to the Fury bomb and Kite sloop of war, *ib.* Advanced to the rank of post captain, but left unemployed, *ib.* His dignified and honourable views in the service, 446. His marriage, *ib.* Receives the command of the Anson frigate, and sails as convoy to a fleet of merchantmen to the West Indies, *ib.* Signal proof of his distinguished gallantry, in the capture of the Pomona Spanish frigate and the destruction of twelve gun-boats, in conjunction with Captain Brisbane, of the Arethusa, *ib.* Further display of his skill and valour in his attack on a French 84 gun ship, *ib.* Extract from his official letter to Admiral Dacres, then commander in chief at Jamaica, on the subject, 447. Disadvantages under which he engaged the enemy, 448. Receives the thanks of Admiral Dacres for his boldness, skill, and address in the action, 449. Is appointed with Captain Brisbane to reconnoitre the coast of Curaçoa, and concerts with him a plan of attack on that island, *ib.* Formidable strength of its harbour, *ib.* Proceedings against and subjugation of the island, 450. Honours and rewards conferred on the captors, 451. Public testimony of regard shewn Captain Lydiard by his ship's company, *ib.* Has the mortification of seeing his brave crew drafted from the Anson, when under repair, *ib.* Ordered for Channel service, and stationed off the Black Rocks, *ib.* Narrative of the loss of the Anson on that station in the dreadful storm which commenced on the 27th of December, 1807; 452. Conduct, great humanity, and unfortunate fate of Captain Lydiard, 453, 454. Two other accounts of this distressing event, 53.

M.

MACBRIDE, JOHN, Esq. Admiral of the Blue Squadron, portrait and biographical memoir of, 265. His lineage, and early services in the navy, *ib.* Official account of his gallantry in cutting a French privateer out of Dunkirk, *ib.* Made commander of the Grampus fire-ship, and subsequently raised to post rank, 266. Conveys the Queen of Denmark from thence to Stade, *ib.* Shares in the encounter with the French fleet under D'Orvilliers, and assists in the relief of Gibraltar, *ib.* His gallant and humane conduct in the engagement with Don Juan de Langara's squadron, 267. General result of that battle, *ib.* n. Returns to England with the despatches relating thereto, 268. Made commander of a squadron, and ordered into the Channel, *ib.* Falls in with and captures a French privateer, 269. In the succeeding month captures another, *ib.* Repairs to the North Seas, and is present in the action between Sir Hyde Parker and the Dutch fleet, *ib.* Flattering token of approbation of the commander in chief, *ib.* On the home station, Captain Macbride captures two French privateers, 270. Official account of the engagement, *ib.* Assists Admiral Barrington in defeating the Brest squadron, *ib.* Appointed regulating officer in Ireland, *ib.* Assumes the command of the Druid frigate, 271. Returned to Parliament as a representative of Plymouth, *ib.* His conduct therein, *ib.* Promoted to the rank of rear-admiral of the blue, and made commander in chief in the Downs, *ib.* His services at Ostend, *ib.* Assists Earl Moira in his descent upon Brittany and Normandy, 272. Meets an unfortunate accident, *ib.* His further advancement, various employments, and death, *ib.* Addenda to his life, 473

Madeira, official account of the surrender of, 80. Johnson's description of the island, 198.

Malta, importance of, 114.

Man, Isle of, description of Douglas bay, and the herring fishery, 217.

MARINE DESIGNS in the exhibition of the British institution, 309.

——— SCENERY, 50, 121, 217.

——— Society, verses sung at the anniversary of the, 416.

Marmion, extracts from, 412.

Matlock, monody written at, 239.

Maydman's essay on the government of the royal navy, 42.

Mother Carey and her Chickens, verses on, 488.

N.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c. 30, 108, 184, 273, 374, 455.

——— Asylum, account of the, 195.

——— Events, chronological sketch of, 127.

——— HISTORY OF THE PRESENT YEAR, 66, 144, 243, 332, 419, 500.

——— LITERATURE, 130, 234, 312, 485.

——— officers, comparison between their number in 1773 and 1808; 286. Remarks on the parliamentary duties of, 465. On their public services, 471.

——— POETRY, 60, 138, 238, 412, 488.

——— STATE PAPERS, 234, 312, 406, 492.

——— Tactics, historical retrospect of, 225.

Navy, the, a poetical fragment, 492.

———, royal, Maydman's essay on the government thereof, 42.

———, letters of A. F. Y. on the management and discipline of, 196, 286, 289, 332, 460.

Nautical anecdote, 33.

NELSON, Admiral Lord, inscription intended for his monument at Glasgow, 31. Poetical tribute to his memory, 143.

Newfoundland fishery, remarks on the present state of the, 204.

O.

Oak timber, questions and answers respecting the present state of, 402.

Oriental Voyager, review of the, 136.

Outrage at sea, 377.

P.

Painter to King James, curious privilege conferred on him, 381.

Papers presented to the House of Commons relating to ships of war, 234. Concerning the ship l'Etrusco, 312.

Respecting the Rochefort squadron, 322. Relative to the expedition to the Dardanelles, 408. Respecting captured Dutch property, 411. Relating to droits of the Admiralty, 412. Respecting the stores taken at Copenhagen, 492.

PARLIAMENT, proceedings in, 71, 146, 246, 334, 424.

————, naval members of, 392.

PEARCE, Lieutenant WILLIAM, testimony of gratitude bestowed on him for his humanity, 379.

PELLEW, Sir EDWARD, addenda to the memoir of, 38.

Phenomenon, marine, 50.

PHILOSOPHICAL PAPERS, 42, 232, 302, 402.

PITT, Right Hon. WILLIAM, poetical tribute to the memory of, 143.

POETRY, *vide* NAVAL POETRY.

POPHAM, Sir H. R. ceremony observed by the corporation of London at the presentation of a sword to him, 33. Speech of the chairman, *ib.* Sir Home's answer, 34. Narrative of the measures pursued by the officers who remonstrated against ceding their rank to him, 68. Animadversions on his conduct while owner of the El Trusco, in the House of Commons, February 11, 1808; 151. Papers presented to that House on the same subject, 312, 406.

Prayer used in Sweden during the present war (A.D. 1808), 380

Prizes, king's proclamation, establishing a new distribution of, 493.

R.

RAINIER, Admiral, will of the late, 382.

Redonda, view of the island of, 308.

Rio de Janeiro, description and view of, 481.

ROGERS, Captain WILLIAM, his gallant action with the Genii French privateer, 184.

S.

Sable, isle of, brief description of, 179, n.

Sallee, account of the escape of two seamen from, 117.

Scotland, ancient canoes in, 115.

Sea-boy, the, 242.

——, poetical description of a morning at, 243.

Sea-snake, proofs of the poisonous effects of its bite, 456.

SHERRIFF, the late Captain, brief account of, 185. Poetical tribute to his valour, 238.

Ship-builders, historical hint to, 459.

Ships of war, papers presented to Parliament respecting, 234.

SHIPWRECKS, 54, 205, 297, 395, 478.

SINIAVIN, the Russian admiral, 32.

SMITH, Rear-admiral Sir S. particulars of his successful attack on the Turkish squadron at Constantinople, 292.

South Sea, account of some recently discovered islands in the, 193.

Stanzas to departed heroism, 491.

STATE PAPERS, see NAVAL STATE PAPERS.

Steam-boat, description of a newly invented, 138.

STRACHAN, Rear-admiral Sir R. papers relating to the state, &c. of his fleet off Rochefort, 322.

STUBBS, PHILIP, M.A. minute respecting, 194.

Swimming, Dr. Franklin's observations on the art of, 475.

T.

Telemaque shoal (East Indies), description of, 279.

The Winning of Cales, a ballad, 140.

TIMINS, Captain, reward conferred on him by the Bombay Mercantile Society, for his gallantry in the action between Sir N. Dance and Admiral Linois, 148.

Toulon, recent description of, 374.

TRAFALGAR, Lord (nephew of Lord Nelson, account of his death, and burial, 87. Anniversary of the battle of, 281.

V.

VINCENT, Earl ST. observations on his system of defence, and the plans of reform instituted by him, 199.

Vulcan, letters relating to the loss of the, 192.

W.

Water, Dr. Blane's means of preserving it sweet, 232.

———-spouts, description of, 52.

Windsor Castle packet, gallant action of the, with a French privateer of greatly superior force, 184.

GAZETTE LETTERS.

Adam, Captain, 78
Argles, Captain, 510
Atkins, Captain, 77
Bathurst, Captain W. 434
Beresford, Major-gen. 80
Bouverie, Capt. the Hon. D. P. 337
Bowyer, General, 156
Boyd, Lieutenant, 255
Brace, Captain E. 507
Broughton, Captain, 347
Campbell, Lieut. C. 345
Carr, Lieutenant R. 169
Chambers, Captain S. 170
Cochrane, Rear-admiral Sir A. 167, 169, 254, 428, 511
Coghlan, Captain, 256, 347
Collingwood, Lord, 154, 155, 342, 343, 505
Cotton, Vice-admiral Sir C. 259
Curry, Mr. J. T. 434
Dacres, Vice-admiral, 77, 156, 255, 256, 345, 346, 347, 429, 430, 510
Dashwood, Captain C. 432
Douglas, Vice-admiral 79, 253, 255, 256,
Dowie, Captain J. 507
Drummond, Captain, 336
Farquhar, Capt. 79, 80, 510
Fisher, Captain, 254
Gardner, Lord, 76, 154, 257
Hony, Captain G. M. 155
Hood, Rear-adm. Sir S. 81
Inglefield, Captain, 77
Kinsman, Mr. J. 435
Langford, Captain, 253
Leach, Lieutenant J. 510.
Livingstone, Captain Sir T. 505
Lucas, Lieut. M. R. 509
Lye, Captain, 79
Maitland, Captain, 257
Mason, Captain F. 433, 434
Maxwell, Captain, 343
M'Culloch, Lieutenant, 254
Montagu, Admiral, 77, 82, 169, 170, 337
Parker, Captain, 338
Peak, Lieutenant G. 337
Pellew, Rear-admiral Sir E. 78, 339
——, Captain F. 339.
Perdrieau, Lieut. S. 170
Pigot, Captain H. 429
Price, Lieutenant J. 508
Purvis, Rear-admiral, 505
Rainier, Captain, 78, 341
Rolles, Captain, 78
Rorie, Lieut. J. J. 430
Rosenhagen, Capt. P. L. 155
Rowley, Vice-admiral, 83
Russel, Vice-admiral, 254
Saumarez, Vice-admiral Sir J. 508, 509
Searle, Capt. 343, 431, 432
Selby, Capt. W. 428, 431
Sheriff, Capt. W. H. 510
Skene, Captain A. 432
Spear, Captain, 254
Spence, Captain, 83
Symonds, Capt. T. E. 430
Tower, Captain J. 154
Tracey, Lieutenant, 82
Vashon, Rear-admiral, 337, 510
Upton, Captain C. 156
Ussher, Captain T. 505
Whitshed, Vice-adm. 336, 507
Yeo, Captain, 259

CAPTURES.

Actiff, 337
Admiral Yawl, 253.
Aigle, 77
Amiral Gantheaume, 254
Amor de la Patria, 77
Antelope, 346
Apropos, 257
Aventure, 438
Boreas, 506
Brothers, 511
Cæsar, 155
Canonier, 259
Capricieuse, 5
Ceres, 339
Courier, 82
Dauphine, 15
Deseada, 430
Deux Freres, 435
Diligent, 506
Dunkerquois, 254
Eglé, 79
Entreprenant, 83
Esperance, 15
Ete, 510
Experiment, 255
Forden Shieold, 337
Furet, 169
Genii, 184
Grand Argus, 156
Guelderland, 507
Harlequin, 347
Hazard, 432
Jaseur, 79
Jean Jacques, 511
Juliana, 255
Kjokke, 510
Kratbesminde, 434
Lyonnaise, 256
Malvina, 432
Maria Reygersbergen, 341
Marie Galante, 428
Marsouin, 154
Matilda, 345
Neustra Senora del Carmen, 169
———— de los Dolores, 510
Nouvelle Enterprise, 254
Passe Partout, 434
Posta de Caraccas, 256
President, 182
Prince Christian Frederick, 338
Quixote, 156
Raphael, St. 78
Reciprocité, ib.
Renard, 346
Rennair, 336
Revois, 170
Santissima Trinidad, 430
Santo Christo, 438
Scipio, 339
St. Joseph, 342
Succès, 154
Sybille, 77
Trente & Quarante, 79
Tropard, 429
Vaudreuil, 15
Wovehalsen, 508
Zeerop, 337.

PROMOTIONS AND APPOINTMENTS.

ABBOT, Mr. R. 85
Abernethie, Captain J. 436
Acott, Mr. J. 351
A'Court, Lieutenant H. 351
Agar, Lieutenant W. 513
Aiton, Mr. W. 438
Alexander, Mr. J. 84
———, Mr. T. 174
Allen, Lieutenant C. 512
———, Lieutenant S. 262
———, Mr. S. 512
Alleyn, Lieutenant R. 437
Alner, Lieutenant, 351
Alms, Rear-adm. J. 436
Ancell, Mr. R. 438
Anderson, Mr. J. 260, 349
Annesley, Mr. F. C. 86, 351
Anthony, Lieut. M. 513
Aplin, Vice-adm. P. 435
Archdeacon, Mr. J. 174
Arthur, Capt. R. 351
Autridge, Capt. W. 85.
Aylmer, Vice-adm. J. 436
Baker, Mr. H. 85
———, Mr. J. 174
Balderston, Capt. 348
Balfour, Lieut. R. 86
———, Mr. A. ib.
———, Capt. W. 350
Ball, Capt. 348
———, Rear-adm. Sir A. 436
Ballantyne, Lieut. J. 350
Ballingale, D. Esq. 436
Banee, Mr. J. 175
Bant, Mr. T. 351
Barber, Lieut. D. 437
Barker, Lieut. J. 514
Barns, Mr. T. 349
Barnes, Lieut. 348
———, Mr. N. 514
Barnett, Capt. 175
Bass, Capt. E. 514
Baumgart, Lieut. 351
Baxter, Mr. A. 513
Bayly, Lieut. J. S. 262, 350
Bayntum, Capt. 84, 175
Beach, Lieut. J. 512
Beatie, Mr. D. 349
Beauman, Capt. 262
Beckett, Mr. W. 351
Bell, Capt. 175
Belson, Mr. H. F. 262
———, Lieut. 350
Benge, Lieut. E. 437
Benn, Lieut. J. 351
Benett, Lieut. C. 514
Bennett, Mr. C. C. 351
Bentinck, Rear-adm. W. 436
Berkeley, Vice-adm. G. C. 435
———, J. Esq. 436
Bertie, Rear-adm. 348, 436
———, Lieut. C. 351
———, Capt. T. 436
Bettesworth, Capt. E. B. 173
Betty, Lieut. C. 350
Bewick, Lieut. 348, 350
Biene, Lieut. J. 437
Bigland, Lieut. 350
Bingham, Lieut. A. B. 437
Bingley, the Rev. Mr. 348
Bird, Lieut. T. 437
Bissell, Lieut. W. ib.
Bisset, Mr. M. B. 514
Black, Lieut. W. 512
Blacker, Mr. S. 262
———, Lieut. 437
Blackler, Lieut. R. E. 437
Blackwood, Capt. the Hon. H. 261
Bligh, Adm. D. R. 435
———, Capt. W. 175
Boger, Rear-adm. R. 436
Bolt, Lieut. J. 513
Bourchier, Mr. T. 262
Bourne, Mr. H. 86
Boutflower, Mr. A. 513
Bowater, Rear-adm. E. 436
Bowen, Mr. J. 85
———, Vice-adm. G. 435
———, Lieut. P. 350
———, Lieut. J. 351
Bowles, Capt. W. 86
Boyce, Lieut. 350, 438
———, Mr. W. 512
Boyles, C. Esq. 436
Boys, Capt. T. 174, 262
———, Capt. W. H. 436
———, Lieut. H. 437
Bradby, Mr. T. 262
Bradish, Mr. T. 175
Brailsford, Mr. S. 261
Bramwell, Lieut. T. 350
Brasier, Lieut. J. ib.
Brearly, Lieut. G. 437
Briggs, Capt. T. 512
———, Lieut. 351
Brisbane, Capt. 348
Britton, Mr. 174
Brodie, Capt. 173
Brown, Adm. 435
Brown, Lieut. J. 262, 450
———, Mr. J. 349
Browne, Dr. W. C. 84
Bruce, Mr. R. 513
Brunton, Rear-admiral N. 436
Buchan, Lieut. D. 350
Buchanan, Capt. W. 511
Buckle, Mr. W. 351, 437
Buckner, Adm. 435
Buller, Capt. E. 436
Bunting, Mr. C. 438
Burke, Mr. J. D. 512
Burleigh, Mr. P. C. 85
Burnside, Mr. R. 86, 174
Bust, Lieut. 351
Byng, Lieut. H. 437, 514
Cairns, Dr. 438
Calder, Vice-adm. Sir R. 435
Cameron, Capt. H. 174, 262
Campbell, Adm. 260
———, Mr. C. 349, 513
Carpenter, Lieut. J. 436
Carr, Mr. C. 438
Carthew, Capt. 348
Carue, Mr. T. W. 175
Castle, Lieut. C. D. 514
Cator, Lieut. B. 437
Cecil, Mr. J. W. 86
Chamberlain, Mr. T. 438
Chambers, Mr. R. 84
———, Lieut. T. 437
Chapman, Mr. J. F. 175, 351
Charlton, Lieut. W. 348
Child, Vice-adm. 435
Chrystie, Mr. T. 351
Cleghorn, Mr. A. 512
Clement, Lieut. 351
Clements, Lieut. N. B. 438
Clephane, Capt. 349
Clerk, Mr. J. 349
Clifford, Mr. W. 512
Cobb, Captain C. 436
Cochrane, Rear-adm. 84, 436
———, Capt. R. D. 85
Cockburn, Capt. 261, 348
———, Mr. M. ib.
Cockerill, Mr. R. 174
Coffin, Vice-adm. Sir C. 175, 436
Colby, Capt. 512, 514
Collett, Lieut. C. ib.
Collis, Mr. T. 84

Comyn, Lieut. T. 262, 350
Comby, Mr. R. 513
Connor, Lieut. R. 437
Conyers, Mr. J. 351
Cormick, Mr. M. M. 513
Cotter, Mr. R. 262
Cotton, Adm. Sir C. 435
Cowan, Mr. D. 174
——, Mr. H. 513
Cowling, Mr. 512
Cox, Lieut. G. S. 513
Craven, Capt. C. ib.
Crawford, Lieut. 351
Crispo, Capt. J. 436
Cross, Mr. S. 438
Crowe, Mr. R. 513
Cuily, Capt. J. 512
Cull, Lieut. T. 351
Cumberland, Capt. W. 513
Cunby, Capt. W. ib.
Cuming, Capt. W. 514
Cumby, Capt. 348
Cunningham, Capt. A. 351
Dacres, Vice-adm. R. 84, 435
Daley, Capt. G. 85
Dallaway, Mr. J. 174
Darby, Rear-adm. H. 436
Davey, Capt. J. 436
Davidson, Lieut. W. 350
Davies, Mr. J. 262
Davis, Mr. D. 86
——, Lieut. H. 437, 512
——, Mr. I. 438
D'Auvergne, Rear-admiral (Prince of Bouillon), 436
De Courcy, Rear-adm. the Hon. M. 436
——, Capt. 513
Dench, Lieut. 437
Denham, Lieut. F. 513
Denison, Mr. S. ib.
Desborough, L. Esq. 436
Devonshire, Lieut. R. 514
Dickinson, Lieut. J. 351
Dickson, Mr. W. 261
Dilkes, Capt. J. 436
Dill, Mr. M. 349
Dixon, Capt. 262, 348
Doran, Mr. B. 349
Dix, Capt. 85
Dixon, Capt. 348
Dixon, Capt. M. 174, 348
——, Lieut. W. H. 514
Dobbs, Lieut. A. 514
Dodd, Adm. 435
Domett, Rear-adm. W. 436
Donaldson, Mr. W. 349
——, Lieut. J. 350
Donegan, Lieut. L. 437
Donnelly, Mr. P. 175
——, Capt. R. 348
Doorue, Mr. T. 175
Dougall, Mr. G. 262
Douglas, Capt. 174, 512
——, Lieut. W. H. 350
——, Adm. 435
——, Vice-adm. B. 436
——, Rear-adm. Sir W. H. ib.
——, Sir J. ib.
Dowell, Lieut. T. 437
Drake, Lieut. R. 350
Drury, Lieut. E. O'B. 84
——, Rear-adm. T. 436
——, Rear-admiral O. B. Drury, 436
Dryden, Mr. W. 513
Duckworth, Vice-admiral, Sir J. T. 85, 435
Duke, Mr. V. 349
Dumaresq, Capt. 348
Duncan, Lieut. 351
——, Mr. J. 438
Dunsmure, Capt. G. 436
Dunthorn, Mr. J. 350
Durham, Capt. P. C. 512
Dyer, C. Esq. 436
Eagle, Lieut. W. 350
Eborall, Mr. T. 351
Eden, Mr. S. 174, 260, 438
——, Mr. R. 261
Edgar, Lieut. G. 437
Edmunds, Mr. W. 438
Edwards, Mr. W. 86
——, Lieut. 350
——, Vice adm. E. 435
——, Lieut. D. 437
——, Lieut. W. 438
——, Mr. G. 512
Ellery, Mr. P. 85
Emaley, Mr. 174
Essington, Rear adm. W. 436
Evans, Mr. T. 85
——, Capt. R. 348
——, Lieut. 350, 438
Everard, Lieut. J. 351
Explin, Mr. C. 261
Failour, Lieut. J. 350
Fairfowl, Mr. G. 260, 349
Fairless, Lieut. G. 514
Fancourt, Capt. R. D. 436
Fanshawe, Capt. 512
Farmer, R. H. Esq. 436
Farrington, Mr. J. 174
Faulknor, Rear-admiral J. 436
Feetly, Mr. R. F. 349
Felix, Lieut. 350
Ferguson, Vice-adm. J. 435
Ferris, Lieut. T. 350.
Field, Mr. J. ib.
Finch, W. Esq. 436
Fincombe, Mr. G. 351
Finnis, Lieut. R. 437
Fish, Vice-adm. 436
Fleming, Lieut. 350
Flint, Capt. W. 262
Fokes, Capt. T. 350
Foley, Captain T. 436
Folke, Capt. 261
Foote, Lieut. J. 514
Forder, Lieut. R. 514
Forrest, Lieut. A. 513
Fowke, Capt. 511
Fowle, Lieut. E. 437
Franklin, Mr. J. W. 86
Fraser, Capt. 348
——, Lieut. Hon. F. 351
Frederick, Lieut. T. ib.
Freemenheere, Capt. W. 436
Froke, Lieut. G. 513
Fulton, Lieut. J. 350
Furser, Capt. H. R. 436
Fyffe, Capt. 174
Galbraith, Mr. G. 349
Gambier, Adm. Lord, 261, 351, 435
Gamble, Mr. H. 261
Gammon, Lieut. 350
Gardner, Adm. Lord, 435
——, Capt. Hon. A. 136
——, Rear-admiral the Hon. A. 512
Garland, Mr. J. 85
Garsin, Mr. G. 86
Geddes, Mr. J. 438
Gewmell, Mr. A. 349
Gibbons, Lieut, 350
Gilchrist, Lieut. W. 514
Gilderson, Mr. T. 85
Gill, Lieut. T. 350
Gillet, Mr. P. 85
——, Mr. T. 262
Glover, Mr. J. A. 262
Godard, Mr. J. 438
Godby, Capt. J. 260
Goldsmith, Mr. H. 438
Goodench, Mr. F. 175
Goodwin, Mr. R. 261
Gordon, Mr. 173
——, Rev. D. 262
——, Capt. J. E. 436
Gore, Lieut. J. 350
Græme, Adm. 435
Graham, Lieut. 348
——, Capt. R. 436
Granshaw, Lieut. 350
Gray, Mr. J. 175
——, Lieut. 350
Greaves, Vice-adm. Sir T. 435
Green, Capt. J. ib.
——, Lieut. W. 514

Gregory, Capt. 35, 262
Grindall, Rear-adm. 435
Grint, Lieut. 350
Groves, Lieut. J. 513
Grout, Mr. W. C. 85
Gujon, Lieut. G. 513
Gwillam, Lieut. T. 437
Hall, Capt. J. S. 436
——, Lieut. E. 513
——, Mr. B. 514
Hallowell, Capt. B. 261
Hamilton, Mr. R. D 349
——, Adm. 435
——, Lieut. W. 350
Hammond, Mr. W. 174
Hammich, Lieut, S. L. 350
Hannah, Mr. W. 85
Hardy, Lieut. A. 514
Hargood, Capt. W. 174, 436
Harris, Mr. W. C. 438
Hart, Mr. H. 175
——, Capt. G. 436
Harvey, Rear-adm E. 436
——, Capt. E. 85
Harward, Capt. R. 348
Hathwaite, Lieut. W. 437
Hatley, Capt J. 514
Haverfield, Lieut. R. 513
Hawkins, Lieut. G. 437
Hay, Lieut. J. 85, 351
——, Mr. G. 175
Heathcote, Capt. 175
Heawood, Mr. J. 261
Heelbert, Mr. J. S 174
Henderson, Capt. 511
——, Lieut. 175
Henry, Adm. 435
Heron, Mr. J. 349
Heywood, Capt. 262
Higgon, Mr. W. 512
Hill, Mr. T. 175
Hillman, Mr. W. 438
Hillyar, Lieut. W. 350
Hilton, Lieut. J. 514
Hire, Mr. H. 514
Hodge, Lieut. 85
Hogg, Mr. 261
Holman, Lieut. J. 437
Hood, Rear-adm. Sir S. 262, 436
——, Mr. T. S. 262
Hooper, Mr. R. 86
Hope, Capt. G. 175, 348
Howard, Lieut. T. 514
Howell, Mr. J. ib.
Hoy, Lieut. J. 84
Hunt, Capt. W. B. 512
Hunter, Rear-adm J 436
——, Mr. J. 438, 513
Hutchins, Mr. W. 85
Hyde, Mr. J. C. 512
Jackson, Mr. W. R. 86
——, Lieut. J. R. 262, 350
——, Mr. W. 488, 513
Janus, Lieut. C. 262
Jeans, Mr. 174
Jefferys, Mr. R. 349
Jenkins, Mr. J. 262
Incledon, Mr. R. 175
Inger, Mr. J. J. 349, 513
Innes, Capt. T. 262
——, Lieut. W. J. 351
Johnston, Mr. 261, 351
Jones, Mr. J. 86
——, Mr. S. 173
——, Mr. D. 261
——, Rear-adm. T. 436
——, Mr. W. 514
Irby, Capt. the Hon. F. P. 173
Irvine, Mr. J. 86, 349, 438
Irwin, Capt. J. 512
Isbell, Mr. J. 438
Keats, Rear-adm. 262
Keele, Mr. H. W. 513
Keen, Dr. 174
Keith, Lieut. Sir G. M. Bart. 351
Kelly, Mr. P. 84
——, Rear adm. W. H. 436
Kempe, Vice-adm. 435
Kennedy, Mr. W. 349
Kent, Mr. R. 85
——, Mr. 512
Kerr, Mr. J. 261
King, Capt. A. 86, 348, 437
Kirk, Mr. D. 349
Knight, Vice-adm. J. 436
——, Mr. P. S. 438, 512
——, Capt. W. 613
Lamb, Lieut. L. 351
——, Mr. J. 514
Lambert, Capt. H. 437
Lambrecht, J. Esq. 436
Lancy, Mr. J. P. 349
Langford, Capt. G. 348
Lascelles, Lieut. J. 512
Lawson, Lieut. R. 437
Leaky, Mr. W. 349
Le Blanc, Lieut. 350
Lecale, Vice adm. Lord, 435
Lechmere, Mr. C. 86
——, Capt. W. 436
Leetman, Mr. W. 175
Leitch, Mr. J. 260
Leonard, Mr. T. 85, 174
Leslie, Lieut. 351, 438
Lew, Lieut. J. 350
Lewis, Mr. R. 84
——, Mr. D. 85, 513
——, Mr. J. 261
Lewis, T. Esq. 436
——, Capt. H. P. ib.
Ley, Lieut. 351
Linton, Mr. C. 261
Lloyd, Lieut. W. 438
——, Mr. E. 512
Lockhart, Mr. J. 174
Lodington, Capt. J. 436
Loney, Lieut. J. 437
Long, Capt. J. 436
Losack, Capt. G. ib.
Love, Mr. H. 513
Lowry, Mr. P. 173, 349
Lowthian, Lieut. R. 514
Lumsdaine, Rear-adm. G. 436
Lyford, Capt. 350
Lynn, Capt. F. 436
Lynne, Lieut. H. 351, 437
Macklen, Mr. J. A. 84
Malbon, Capt. 85, 175
Man, Adm. 435
Manley, Mr. W. 174
——, Rear-adm. J. 436
Mansell, Lieut. T. 348
Marchant, Mr. T. 349
Markham, Rear-adm. J. 436
Markland, Capt. J. D. 351
Marks, Mr. R. 513
Marsengall, Lieut. S. 512
Marshall, Lieut. 174
Martill, Mr. T. 349
Martin, Mr. M. 85
——, Capt. 260
——, Rear-adm. G. 436
Mason, Mr. S. 173, 437
Matson, Mr C 174
——, Capt. R. 348
Matterfall, Lieut. 350
Matthias, Mr. W. 84
Maude, Capt. 84, 85
Maw, Lieut. R. S. 514
Maybank, Mr. W. 512
M'Connel, Mr. J. 349, 438
M'Donald, Lieut. D. 512
M'Douale, Vice-adm. R. 436
M'Dugall, 436
Mead, Lieut. J. 513
Meen, Capt. J. 35
Meredith, Lieut. 350, 438
——, J. Esq 436
M'Ewen, Mr. W. M. 349
Michell, Mr. G. 349
Mildridge, Lieut. W. 513
Miller, Mr. G. 85
——, Capt 175, 260
——, Mr. 349
Mills, Mr. T. ib.
Milne, Lieut. 351
Milner, Mr. R. 514
Minchin, Rear-adm. P. 436

Minto, Capt. W. 436
Mitchell, Capt. W. ib.
———, Lieut. C. 437
Mitchener, Mr. G 174
Mitten, Lieut. W. 437
M'Kenzie, Lieut. J. 85
M'Kerlie, Capt. J. 514
M'Killop, Lieut. J. G. 437
M'Kinley, Mr. W. 175
M'Lead, Lieut. 350, 438
M'Leod, Capt. D. 173, 174
M'Millan, Mr. J. 85, 261
M'Namara, Mr. J. 438
M'Neece, Mr. T. 173
Molesworth, Lieut 350, 438
Montagu, Vice-adm. 435
Montresor, Lieut. 350
Moore, Mr. J. L. 513
Moorsom, R. Esq. 436
Moreaity, Vice-adm. 435
Morrell, Mr. A. 351
Morris, Capt. G. 84
M'Pherson, Lieut. G. 351
Murley, Mr. W. 438
Murphy, Mr. P. ib.
Muir, Lieut. 175
Murray, Rear adm. R. 436
———, Rear.adm. G. 262, 436
Muston, Lieut. T. 348, 437
Nagle, Rear-adm. Sir E. 261, 436
———, Lieut. E. 437
Napper, Lieut. T. 262
———, Mr. J. 349
Naughton, Mr. 349
Naylor, Mr. T. R. 438
Neal, Capt. Sir H. B. 348, 435
Nelson, Mr. J. B. 86
Neve, Capt. 262
Neville, Lieut. Lord, 349
———, Lieut. J. 350
Newman, Capt. 261, 348
Nicholls, Lieut. J. 349. 351
———, Rear-adm. H. 436
———, Lieut. T. 438
Normand, Lieut. W. 437
Norrington, Mr. C. H. 514
Northesk, Rear-adm. Lord, 436
Northey, Capt. 85
Nott, Capt. 350
Nugent, Adm. 435
O'Bryen, Rear-adm. E. 436
O'Conner, Lieut. R. 512
O'Connor, Capt. J. L. 175
———, Mr. J. 349
Oldham, Mr. W. F. 438
Olly, Mr. W. 514
Oliver, Mr. L. B. 438
Oliver, Lieut. R. 512
Osborne, Vice-adm. S. 436
Otway, Rear-adm. W. A. 84, 175, 436
Owen, Lieut. C. 175, 262
Oxley, Lieut. 173
Packwood, Capt. J. 514
Page, Mr. A. 175
Paget, Capt. the Hon. C. 514
Palen, Mr. R. 512
Palmer, Capt. 348
———, Vice-adm. G. 436
Parker, Capt. H. 175
———, Capt. G. 437
———, Lieut. H. D. 512
Parkinson, Capt. 174, 348
Parry, Lieut. T. 437
Parsons, Mr. G. 173
Paterson, Capt. 513
Patey, Lieut. J. 437, 513
Patrickson, Mr. A. 84
Pattie, Lieut. 350
Pearse, Mr. W. 438
Pearson, Mr. C. 175
———, Mr. G. 513
Pender, Rear-adm. E. 436
Pengelley, Capt. J. 514
Perkins, Lieut. 350
Pellew, Capt. P. B. 174
———, Rear-adm. Sir E. 436
Pettet, Capt. R. 514
Peyton, Rear adm. J. 436
Phillimore, Capt. 84
Phillips, Lieut. 350
Philpot, Mr. G. S. 262
Phipps, Lieut. W. 514
Pickford, Capt. 512
Pickmore, Capt. F. 436
Pigot, Capt. 437
Pilch, Lieut. R. 514
Pine, Mr. O. 175
Pinto, Lieut. T. 262
Plowman, Mr. H. 174, 261
Pococke, Mr. R. 514
Pointz, Lieut. N. ib.
Popham, Sir H. R. 261, 436
Porteous, Lieut. 261
Potts, Mr. J. 262
Power, Lieut. P. ib.
Preston, Mr. H. 438
Price, Mr. J. 84
——, Lieut. F. 514
Prideaux, Mr. R. 173
Pringle, Lieut. 350
Pritchard, Mr. J. W. 86
Proctor, Mr. G. 84
Purvis, Rear-adm. J. C. 436
Pye, Lieut. W. 512
Quilliam, Capt. J. 513
Radford, Mr. H. 349
Ramsay, Lieut. 512, 513
Ratty, Mr. W. 349
Rawle, Mr. R. 514
Rayson, Lieut. 350
Read, Mr. T. 85
Reed, Lieut. 348
Rees, Mr. L. 174
Reid, Lieut. 348, 350
Renwick, Capt. 512
Reynolds, Capt. G. 85, 348, 437
———, Capt. R. C. 436
Rhodes, Lieut. H. 351
Ricalton, Mr. R. 349
Richards, Lieut. J. 262. 514
Richardson, Lieut. J. 437
Riddell, Mr. R. 174
Ridge, Lieut. J. J. 437
Roberts, Lieut. 351, 514
Robinson, Lieut. 350
———, Capt. M. L. 36
Robinson, Mr. A. 262, 438
Roderick, Lieut. 350
Rodney, Capt. the Hon. E. 514
Rogers, Capt. 261, 262
Roots, Lieut. J. 513
Ross, Mr. 261, 348
Rowley, Vice-adm. 260
———, Capt. 513
Russel, Vice-adm. T. M. 435
———, Lieut. 350
Ryan, Lieut. C. 437
Salt, Capt. G. B. 351
Sandon, Lieut. W. 513
Saumarez, Vice-adm. Sir J. 261
Saunders, Capt. 85
———, Mr. J. 438
———, Mr. T. 514
Sawyer, Rear-adm. H. 436
Schank, Rear-adm. J. ib.
Schomberg, Capt. A. W. 261
Schultz, Lieut. G. A. 514
Scobell, Lieut. E. 437
Scott, Lieut. 513
Sealy, Mr. U. 262
Seamen, Mr. 348
Seaward, Lieut. G. 86
Sedley, Mr. D. 175
Serle, Capt. 435
Serrel, Capt. J. 173
Seymour, Capt. 261
———, Mr. F. E. 351
Shand, Mr. R. 84, 349
Shapcote, Mr. T. 175
Sherlock, Mr. S. 349
Sherrard, Mr. J. 351
Shields, Mr. W. 349
———, Lieut. 356
Shipley, Mr. J. 175
Shivers, Capt. T. R. 436

Simpson, Mr. P. 175
Skinner, Capt. T. G. 349
Smith, Vice-adm. E, T. 435
——, Rear-adm. Sir W. S. 173, 436
——, Capt. J. 348
——, Lieut. W. 350
——, Lieut. T. ib.
——, Mr. H. 351
——, Capt. R. 436
——, Lieut. W. H. 513
——, Lieut. R. 514
Snell, Mr. W. 86
Soden, Mr. R. 512
Sotheby, Rear-adm. T. 262, 348, 436
Souter, Mr. J. 438
Southey, Lieut. T. 514
Spark, Mr. J. 438
Sparkes, Lieut. 350
Speer, Mr. J. 84
Spencer, Mr. J. 438
Spilsbury, Mr. F. B. 512
Squire, Mr. 348
Stanhope, Vice-adm. Sir H. E. 175, 436
Stanser, Capt. C. 436
Steel, Mr. W. 86
——, Lieut. E. 512
Stevenson, Lieut. T. 513
Stewart, Mr. T. 85
——, Mr. M. ib.
——, Mr. A. 349
——, Mr. W. 350
——, Lieut. ib.
Stirling, Rear-adm. C. 436
Stockings, Lieut. R. 437
Stone, Lieut. J. ib.
——, Mr. T. 513
Stopford, Capt. the Hon. R. 436
Stother, Mr. J. M. 514
Strachan, Rear-adm. Sir T. 436
Strong, Mr. W. 262
——, Lieut. T. 437
——, Lieut. S. 513
Stuart, Lieut. J. G. 438
Sturgess, Mr. W. 351
Sutton, Rear-adm. J. 436
Sweney, Lieut. M. 350
Swiney, Adm. 435
Sykes, Capt. 261
Tandy, Mr. J. 514
Tate, Dr. W. 512
Tatham, Lieut. 349
Taylor, Mr. J. W. 175
——, Vice-adm. 435
——, Lieut. J. 514
Tegart, Mr. L. 349
Thomas, Mr. T. ib.
——, Lieut. W. 437
Thompson, Mr. J. 175, 349
——, Capt. 348
——, Lieut. W. A. 437
Thorn, Capt. 511
——, Lieut. 350
Thornborough, Vice-adm. E. 436
Thorne, Mr. G. 85
Thrackston, Lieut. H. 437
Thurson, Lieut. C. W. 512
Thurston, Lieut. C. 437
Tilley, Lieut. C. ib.
Timson, Capt. R. 436
Tobin, Mr. R. 438
——, Lieut. E. 513
Tournour, Lieut. the Hon. G. 348, 351, 438
Trapps, Mr. T. 438
Tremlett, Capt. 348
Trimmer, Lieut. 351
Trollope, Vice-adm. Sir H. 435
Truscott, Lieut. W. 514
Turner, Mr. F. G. 86
——, Mr. J. 438
Tyler, Capt. C. 436
——, Rear-adm. 437
Vallack, Lieut. G. 513
Vashon, Rear-adm. J. 436
Vickery, Mr. C. 438
Vincent, Capt. R. B. 350
Vine, Lieut. 350, 438
Vinnicombe, Lieut. G. 262
Unwin, Capt. 261
Voller, Mr. F. 86
Waldegrave, Capt. the Hon. G. G. 437, 512
Waldgrave, Mr. C. 174
Wallington, Mr. C. 514
Walker, Mr. N. 86
——, Mr. R. 261
——, Mr. 349, 438
Warburton, Lieut. 85
Warren, Vice-adm. Sir J. B. 435
——, Lieut. T. 437
——, Capt. S. 514
——, Mr. J. F. ib.
Watkins, Mr. J. 175
Watling, Mr. J. W. 514
Watson, Mr. J. W. 86
——, Capt. R. 436
Webb, Capt. 512
Weeks, Lieut. 348
Welch, Capt. 350, 514
——, Lieut. G. 351
Wells, Rear-adm. T. 436
——, Rear-adm. J. ib.
——, Lieut. A. 514
Wemyss, Capt. J. 436
West, Vice-adm. 435
——, Mr. B. 512
Wharton, Lieut. J. 514
White, Lieut. A. 350
——, Mr. C. S. 438
Whitshed, Vice-adm. 435
Wickley, Vice-adm. J. 436
Wigley, Lieut. 350
Wilder, Lieut. H. 85
Wilfor, Lieut. J. 512
Williams, Sir. T. 436
——, Capt. J. ib.
——, R. Esq. ib.
——, Capt. R. ib.
——, Lieut. J. 262
Willoughby, Capt. R. J. 351
Wills, Lieut. 260
Wilson, Capt. D. 436
——, Mr. W. 438
Wing, Lieut. T. 514
Winning, Mr. W. 84
Wobridge, Lieut. 513
Wolsley, Rear-adm. W. 436
Wolsted, Lieut. F. 437
Woodriff, Mr. D. I. 86
Woodward, Lieut. J. 437
Woolcombe, Lieut. R. 514
Woolnough, Mr. 438
Woolridge, Lieut. T. ib.
Wormley, Lieut. 350
Wynter, Capt. 349
Yeo, Capt. 84
Yorke, Capt. Sir J. S. 436
Young, Adm. Sir G. 435

BIRTHS.

BEDFORD, 175
Blackwood, 438
Butterfield, 263
Chambers, 514
Gomm, 263
Graham, 438
Hodgson, 86
Hope, 175, 263
Hoseason, 263
King, 351
Lawrence, 175
Louis, 438
Lynne, 86
Ommanney, 351
Otway, 263
Prevost, 515
Saunders, 515

MARRIAGES.

ANDERSON, Lt.-col. 176
Barney, Mr. 176
Bathurst, Capt. W. ib.
Bedford, Capt. ib.
Bourgho, de, Sir J. A. Bart. 430
Campbell, Capt. D. 439
Carter, Mr. W. 439
Christian, Capt. 263
Clarke, W. Esq. 176
———, Capt. 439
Collins, J. Esq. 268
Crown, G. F. 352
Cunningham, Mr. 263
Deans (*alias* Douglas), Capt. J. 439
Duckworth, Vice-adm. Sir J. T. 439
Franklin, Capt. J. R. 86
Gifford, the Rev. J. 515
Gore, Lieut. R. 439
Hardy, Capt. Sir T. M. 86
Harston, S. R. Esq. 352
Hawtayne, Capt. 439
Hewson, Capt. 352
Horton, Mr. J. S. 86
Jones, Capt. W. I. 515
Keith, Adm. Lord, 86
Laird, W. B. Esq. 439
Lee, Mr. J. T. 86
Leroux, Lieut. ib.
Lloyd, Rev. D. 352
Malcolm, Capt. C. 515
Manwaring, Rev. W. 352.
Moncrieff, J. Esq. 515
Newman, Lieut. 176
Nicholson, Capt. J. 86
O'Brien, Rear-adm. 352
Sullivan, Capt. T. B. 351
Timmins, J. T. Esq. 439
Tooley, Lieut. R. 86
Yates, Capt. 439

OBITUARY.

ARMNECHT, Mr. 264
Armstrong, Mr. J. 176
Ayscough, Capt. J. 515
Babington, Lieut. J. 264
Beaufey, Lieut. B. 88
Beddoes, Miss, ib.
Bedford, Mrs. 439
Bertie, Miss C. B. 352
Bettesworth, Capt. E. B 440
Brown, Lieut. 88
———, Adm. J. 440
Buckle, Mrs. 268
Caulfield, Lieut. 352
Charlton, Lieut. W. 264
Cole, Mr. J. 176
Collier, J. Esq. 515
Cooke, Lieut. 440
Cosby, Adm. 88
Danvers, Capt. ib.
Dawes, Lieut. ib.
Deans, Capt. 176
Dewsnap, Miss M. 176
Dickenson, Mr. W. 88
Duvan, Mr. 176
Dyneley, Capt. 264
Eagersfield, Mr. 176
Eglington, A. Esq. 264
Fane, N. Esq. 88
Fitzhugh, Mr. H. 421
Foster, Capt. S. 352
Frankland, Miss H. 87
————, Lady, 352
French, Surgeon A. 515
Gardner, Capt. G. 440
Hardacre, Miss O. A. 176
Harries, Lieut. 87
Harrison, Lieut. 352
Hewitt, Lieut. 88
Higgins, Lieut. C. 264
Ireland, Mr. J. 87
Kempenfelt, G. A. Esq. 264
Kempthorpe, Adm. 515
Kerr, Miss J. 176
King, Hon. Capt. 88
Kittoe, Mrs. 515
Larwood, Rev. J. 263
Lewis, Surgeon, 515
Lydiard, Capt. 87
Martin, Lady, 264
Matcham, Master F. 263
Matthews, Lieut. 176
Maude, Mr. 176
M'Creary, Mr. D. S. 88
M'Neil, Lieut. A. 264
Mudge, Lieut. 263
Ogilvie, Lieut. ib.
Phillimore, Lieut. G. 86
Price, Lieut. 176
Pringle, Mr. 264
Rainier, Adm. 352
Ramsay, J. (aged 125), 88
Read, Lieut. 176
Riley, Mr. R. 176
Roby, Capt. F. 515
Roddam, Adm. 352
Rutherford, Surgeon G. 515
Seccombe, Capt. T. 352
Sheriff, Capt. 176
Shipley, Capt. C. 440
Smart, Mr. 264
Smith, Capt. J. 440
Stephens, F. Esq. 87
Talbot, Mary Anne, 352
Tannar, N. Esq. 263
Tomykins, Mr. B. 515
Trafalgar, Lord, 87
Ward, Master C. ib.
Welladvice, Capt. J. ib.
Williamson, Mrs. 176
Wolseley, Adm. 352
Wright, Mr. 264
Yeo, Capt. W. 515
Yonge, Lieut. 264.

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